

8-12-1993

## Meeting Notes 1993-08-12

Joint Policy Advisory Committee on Transportation

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METRO

# Agenda

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

Meeting: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Date: September 17, 1992

Day: Thursday

Time: 7:15 a.m.

Place: Metro, Conference Room 440

- \*1. MEETING REPORT OF AUGUST 13, 1992 - APPROVAL REQUESTED.
- \*2. RESOLUTION NO. 92-1667 - ADOPTING THE FY 1993 TO POST 1996 TRANSPORTATION IMPROVEMENT PROGRAM AND THE FY 1993 ANNUAL ELEMENT - APPROVAL REQUESTED - Andy Cotugno.
- \*3. RESOLUTION NO. 92-1668 - REAFFIRMING THE INTENT TO PURSUE A LOCAL OPTION VEHICLE REGISTRATION FEE FOR ARTERIAL-RELATED IMPROVEMENTS - APPROVAL REQUESTED - Andy Cotugno.
- \*4. RESOLUTION NO. 92-1670 - AMENDING THE 1993 UNIFIED WORK PROGRAM TO PROVIDE FOR TRANSPORTATION AND LAND USE MODELING IMPROVEMENTS - APPROVAL REQUESTED - Andy Cotugno.
- \*5. STATUS OF WESTSIDE FULL-FUNDING GRANT AGREEMENT - INFORMATIONAL - Tom Walsh/Andy Cotugno.
- \*6. STATUS REPORT ON CONGESTION PRICING - INFORMATIONAL - Mike Hoglund/Rich Ledbetter.
- \*7. STATUS REPORT ON GOVERNOR'S TASK FORCE ON VEHICLE EMISSIONS IN THE PORTLAND METROPOLITAN AREA - INFORMATIONAL - Mike Hoglund/Rich Ledbetter.
- 8. NEXT STEPS ON REGION 2040 - INFORMATIONAL - Andy Cotugno.

\*Material enclosed.

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## MEETING REPORT

DATE OF MEETING: August 13, 1992

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Members: Chair Richard Devlin, Susan McLain and Jim Gardner, Metro Council; Pauline Anderson, Multnomah County; Earl Blumenauer, City of Portland; Larry Cole, Cities of Washington County; Don Adams (alt.), ODOT; Fred Hansen, DEQ; Craig Lomnicki (alt.), Cities in Clackamas County; Ed Lindquist, Clackamas County; Roy Rogers, Washington County; Gerry Smith, WSDOT; Mike Thorne, Port of Portland; and Tom Walsh, Tri-Met

Guests: John Kowalczyk, Steve Greenwood, Merlyn Hough and Howard Harris, DEQ; Tuck Wilson, G.B. Arrington and Laurie Garrett, Tri-Met; Ted Spence, ODOT; Bruce Warner, Washington County; Rick Root, Cities of Washington County; Keith Ahola, WSDOT; Ken McFarling, Oregon Association of Railway Passengers; Janet Adkins, Oregon Legislative Committee staff; Steve Dotterer, City of Portland; David Lohman and Susie Lahsene, Port of Portland; Meeky Blizzard, STOP; Tom VanderZanden and Rod Sandoz, Clackamas County; Roger Buchanan, Metro Council; and Bob Hart, Southwest Washington Regional Transportation Council

Staff: Andrew Cotugno, Richard Brandman, Karen Thackston, Rich Ledbetter, and Lois Kaplan, Secretary

Media: Jim Mayer, The Oregonian

### SUMMARY:

The meeting was called to order and a quorum declared by Chair Richard Devlin.

### MEETING REPORT

The July 9 JPACT Meeting Report was approved as written.

### REPORT OF JPACT FINANCE COMMITTEE

Chair Devlin reported that the JPACT Finance Subcommittee has met three times since the committee was formed to look into the

matter of a vehicle registration fee and whether it should be considered for the November ballot. He indicated that a public opinion poll was commissioned to obtain more information, noting that the results were quite promising. There was a probability of a 53 percent "yes" vote but, lacking adequate time to mount a successful campaign in coordination with other state/regional/local efforts, it was decided to target efforts instead toward a November 1993 legislative strategy and program.

The JPACT Finance Subcommittee recommended that the local option vehicle registration fee be used for an Arterial Program. Discussion was held on uses of such a fund.

The Finance Subcommittee will continue meeting to review the OTP and Roads Finance efforts and to prepare a legislative agenda for 1993.

Chair Devlin asked whether there were any exceptions to the Finance Committee's recommendation to forego the November 1992 election, and there were none noted.

#### WESTSIDE LRT FULL-FUNDING AGREEMENT

Chair Devlin reported that the Westside LRT Full-Funding Agreement is anticipated to be signed by the end of this month. He noted concern over the unpredictability of the federal cash flow. \$100 million a year is needed in order to complete the \$500 million commitment. FTA has expressed concern about the required \$100 million, and a series of items for deferral has been considered in a scoping process. The Government continues to push for a shorter project or one that is stretched out over time. They don't wish to sidetrack Hillsboro but they need to smooth out the cash flow process.

Andy pointed out that the Transportation Improvement Program is scheduled for adoption in September and that the conclusion of the Full-Funding Agreement is something that needs to be reflected in that document.

Tuck Wilson reported that Tri-Met has a total of \$330 million non-federal funds; \$180 million is committed to the project. At issue is whether they wish to preserve the option of using some of the \$150 million set aside for Hillsboro. They are receiving \$75 million in appropriations each year from the Federal Government. If such action is needed for use of the \$150 million (set aside for Hillsboro), Tri-Met will be back before JPACT.

ENDORSEMENT OF THE OREGON TRANSPORTATION PLAN

Andy Cotugno reported that the Oregon Transportation Plan (OTP) policy and system elements are moving toward conclusion. To highlight the document, he introduced Dave Bishop, ODOT's Transportation Plan Manager.

Dave Bishop reported that ODOT's formal public hearing on the OTP will be held on August 25 at 1:30 p.m. in Bend. He noted that a total of 49 public meetings will be held on the document prior to its adoption. September 15 is the OTC's target date for adoption of the document, which is scheduled in Roseburg.

After the Steering Committee's final worksession on the draft, they recommended that the OTC work closely with the MPOs. A Transportation Symposium, planned by ODOT for September 18 and scheduled at the Masonic Temple in Portland, is designed to highlight the OTP, bringing together local and national speakers.

Dave Bishop distributed copies of the Findings of Compliance with the Statewide Planning Goals. He noted that they will be subject to comments at the public hearing and will become part of the OTP document.

Also distributed was a letter from Mike Hollern, OTC Chairman, noting that the OTP's adoption would serve as the state's policy to guide transportation decisions. Comments and participation were encouraged for the August 25 public hearing.

Andy Cotugno then reviewed the draft letter to the Oregon Transportation Commission in support of the document. Comments included the need for a re-evaluation of highway level-of-service standards; clarification of the term "requirements" in contrast to "guidelines;" that efforts to attain LCDC's VMT/capita target for each MPO area be determined on an individual basis rather than a prescribed action; that the State Modal, Intermodal and System Management Plans section be clarified with regard to the "intermodal" and "multi-modal" terminology; that updates of the OTP consider more comprehensive policies for bicycle and pedestrian level-of-service standards; that the Technical Document and the Findings be reviewed by JPACT prior to OTC adoption; and that refinement of the Oregon Rail Passenger Policy and Plan consider the following: coordination with the state of Washington for a single Pacific Northwest strategy for incremental rail improvements, recognition of Union Station as the principal multi-modal center in the Portland region for intercity rail service, further evaluation of a Willamette Valley/Columbia Gorge commuter rail system, and that intercity rail is not funded at the expense of urban transit and LRT expansion.

Comments followed on the need for further clarification to Clause 5 by adding "to or from destinations outside the region" (pertaining to section on "State Modal, Intermodal and System Management Plans"); the need for coordination with the state of Washington and Vancouver, B.C. regarding a single strategy for a Pacific Northwest rail passenger plan; the desire of the Port of Portland to be participatory in developing the logic and basis of air freight and air passenger technologies; and the suggestion that we work with ODOT on development of a financial plan to implement the OTP.

Mike Thorne spoke of future airplanes being designed to handle increased passenger and freight loads. The Port views the OTP as having reduced operations with increased passenger loads. He emphasized the need to maximize efficiency of the system; expressed concern for development relating to the intermodal hub in Klamath Falls; and cited the need to proceed carefully on how we plan expectations for a competing airport in the Willamette Valley. The Port feels that, based on its Master Plan, it has the capacity and capability to handle the demand for year 2010.

Action Taken: Fred Hansen moved, seconded by Commissioner Anderson, to endorse and forward the OTC letter to Mike Hollern with the following comments:

- . That a new Resolve be incorporated as follows:

"We look forward to continuing to work with ODOT to establish the financing mechanisms to implement the OTP. It is important that this be done in a comprehensive manner to ensure the different modes called for in the OTP can advance. It is also important that the financing strategies be structured in a manner to reinforce the changing policy direction to encourage alternative modes."

- . That Resolve 4a (pertaining to the Oregon Rail Passenger Policy and Plan) be expanded to read as follows:

"a. Planning should be closely coordinated with the State of Washington and Vancouver, B.C. in order to produce a single Pacific Northwest strategy for which decides the extent to which incremental rail improvements leading to a common decision on high-speed rail should be implemented and whether to pursue high-speed rail, when it should be implemented and with what technology."

- . That a new Resolve be added to read as follows:

"We encourage you to work with the Port of Portland on the issues of a new Willamette Valley International Airport and a

new Klamath Falls intermodal freight airport hub. You should take advantage of their expertise as the air freight and air passenger technologies evolve. Current and expected changes in technology will affect how existing facilities will be managed, thereby increasing their capacity. These changes should be taken into account as planning for new facilities is undertaken."

The motion PASSED unanimously.

GOVERNOR'S TASK FORCE ON VEHICLE EMISSIONS IN THE PORTLAND REGION

John Kowalczyk of DEQ reported that the 1991 Legislature mandated that a task force be formed to look at strategies to reduce vehicle emissions in the Portland area. Population and motor vehicle use data are being analyzed. Two decisions to be made include which strategies should be analyzed in detail and settling on growth assumptions over the next 20 years. Metro is developing the technical information (through modeling) for the Governor's Task Force on Motor Vehicle Emission Reductions in the Portland Area.

Merlyn Hough, DEQ, reviewed Figure 4.1 of the handout dealing with the ozone precursor emissions for the Portland-Vancouver area based on population and traffic growth assumptions. He noted that emissions have adequately dropped from the 1990 level.

Rich Ledbetter, Metro, reviewed Tables 5-1 and 5-2 defining emission reductions and impacts of the proposed strategies to be considered for analysis. He noted that travel and energy data are included in the tables and that the base case includes Metro's 2010 model with light rail transit. Rich indicated that the RTP was also run as a strategy and, using the RTP scenario, hydrocarbons would result in a 0.8 percent reduction. He noted that the RTP is a comprehensive transportation plan and calls for some TDM measures. A cost-benefit analysis is being performed for each strategy which will be considered at the August 26 Task Force meeting. He clarified that pricing strategies are based on true costs.

Rich noted that the analysis for use of a land use and HOV fee has not been completed. He further explained that a detailed analysis was available for each strategy and that this information would be compiled into a Technical Appendix at the conclusion of the study.

Merlyn Hough explained that these strategies all address highway vehicles. Other categories will be discussed at the next meeting although some are assumed in the projections. Fred Hansen indicated that, with the RTP and transit options for the region,

we will be about even on air quality but we will not be in attainment. There will be major sanctions if we don't reach attainment. Fred felt that how we maintain that balance and achieve a healthy economy are the real issues, and that the Governor's Task Force study is an effort toward those goals.

Andy Cotugno noted that the emissions analysis was required last year as a demonstration that the TIP was in conformance with the 1982 State Implementation Plan for Air Quality.

RESOLUTION NO. 92-1619 - ELIMINATING BYPASS OPTION B FROM FURTHER WESTERN BYPASS STUDY

Mike Wert, ODOT's Project Development Manager for the Western Bypass Study, provided an overview of the study. She noted that, under provisions of the Intergovernmental Agreement, formal action must be taken to eliminate any of the strategies.

Mike Wert explained that this analysis grew out of the recommendations of the Southwest Corridor Study, calling for a corridor study on circumferential travel movements. The four stages of the study included defining the problems; defining the existing deficiencies; developing the evaluation criteria; and evaluating the alternatives.

ODOT has worked with three project committees who have agreed on the following four recommended alternatives: No-Build; Transportation System Management (TSM)/Planned Projects; Arterial Expansion/High-Occupancy Vehicle (HOV) Express; and the Bypass. Mike elaborated on the alternatives and noted that one of the goals of the study was to reduce reliance on the single-occupant vehicle. She reviewed the strategies considered and pointed out that 1000 Friends had suggested that a land use alternative be considered. 1000 Friends undertook its own study, has utilized data shared by ODOT, and is developing such an alternative to be completed by October 1. At that point, ODOT will introduce another resolution for an Intergovernmental Agreement to enter into the Environmental Impact Statement (EIS).

Bob Brannan, consultant from Parsons Brinkerhoff Quade & Douglas, discussed the components of the four recommended alternatives. He noted that all the projects in the TSM alternative are also included in the other two Build alternatives. In addition, he noted other common improvements such as transit components, including express bus service in the 217 corridor, a dial-a-ride service, and a TDM Program.

Bob Brannan cited reasons for dropping the two strategies from consideration and emphasized that the focus of the study was on the north-south, circumferential traffic movement.



Mike Wert explained that neither action (elimination of the proposed two strategies) requires an amendment to the RTP since the RTP recognizes that we are looking at a range of alternatives. She noted that ODOT is not trying to solve all of Washington County's traffic problems but to address the circumferential traffic between I-5 and Highway 26. She felt that the question of whether this project should proceed is still an issue and asked whether there is still a commitment to continue this study.

Ken McFarling, representing the Oregon Association of Rail Passengers, felt that the only reason ODOT presented Option B in the first place was to impart equity in its consideration of strategies. He stated that it was the only alternative contemplating use of railway technology, that ODOT seemed antagonistic toward railway use, and that the retained alternatives would do nothing to curtail dependence on the single-occupant vehicle.

Meeky Blizzard of STOP noted that ODOT's reason for dropping the strategies in question is because those alternatives don't address the issues in the Purpose and Need Statement. According to STOP's analysis, the following will result:

- . In 2010, 68 percent of all study area trips will be less than six miles long;
- . 92 percent of all study area trips will be within the urbanized area; more than one-half will be within the same district;
- . Long-distance circumferential trips will be less than 4 percent of the total study area;
- . 85 percent of all study area trips will begin and end in the study area; and
- . Less than 5 percent of all trips that begin and end in the study area would be likely to use a Western Bypass.

Meeky cited new policy direction that requires conformance with the Clean Air Act, ISTEA, Transportation Planning Rule, Oregon Benchmarks, livable communities, RUGGO, the Strategic Plan and the LUTRAQ study. She did not feel the recommended strategies address these issues and that these policy directions should have been dealt with at the onset of the study. She questioned whether the region can afford to present any alternative that does not meet either the Clean Air Act or Planning Rule requirements. Meeky emphasized the need to address transitional

planning now, pointing out that this is Metro's study, not ODOT's.

Councilor McLain felt that the evaluation of the process and the transitional plan are important issues and that we sometimes forget such elements. She felt that we need to come to grips on those issues now and be responsible to the public. Andy Cotugno responded that there are a number of efforts underway to address these issues. He spoke of Region 2040, dealing with alternative land use forms; the SIP must meet air quality standards; the light rail transit study, dealing with the next LRT corridors; and the RTP update, which will address Rule 12 and ISTEA requirements. He noted that the piece of information that the Bypass Study contributes is the Environmental Impact Statement information. He explained that Metro is not budgeted to evaluate the environmental impact information and thus there are trade-offs. Andy indicated that nothing in the RTP is grandfathered should the final RTP update reflect otherwise. He felt that efforts to produce needed environmental impact information are worthwhile.

Commissioner Blumenauer felt the matter on how the information is put together was at issue to ensure that the study doesn't result in a series of discrete studies about circumferential movement in Washington County. He felt that TPAC could develop suggestions for a transitional planning framework on how to integrate those policy directions in a plan, which would later be discussed at the JPACT level. He didn't feel it was apparent on how those pieces are put together and whether we are getting the maximum benefit because the stakes are high in terms of economic growth for the region. He stressed the need for a framework to make wise investments.

Commissioner Rogers expressed surprise about the question raised as to whether this study should go forward. He noted that this issue goes back to 1977 when the need for a bypass was first discussed. He indicated that the process went forward and has become a great irritant and an issue for debate. He noted that we keep looking for additional information. Washington County is supportive of the LUTRAQ study, was aware of additional state rules and regulations changing policy direction, and the issue of whether to place related language in the Purpose and Need Statement was discussed and is not an oversight. Commissioner Rogers noted that STOP's analysis has been looked at several times and that their information, while useful, is debatable. He felt the Western Bypass Study has gone through an exhaustive process and should be allowed to move forward. He cited 99W and T.V. Highway as the problem area and didn't feel anything would be accomplished by debating this issue forever.

Councilor Gardner spoke of the dilemma of this long process, noting that circumstances do change. He spoke of the Transportation Rule, the Clean Air Act and the flexibility of ISTEA requirements. He felt it is a dramatic shift and spoke of the need to look at some of the underlying assumptions. Councilor Gardner had a problem with eliminating the LRT alternative. He noted that the EIS looks at specific on-the-ground impacts of an alternative. There is a fundamental difference between the attractiveness of light rail versus bus service. He couldn't understand why it should be dropped from the ODOT study within the two-month completion date of the LUTRAQ study.

Fred Hansen expressed some of the same concerns and supported the issues being fully integrated into a framework. He suggested that a subcommittee be formed to give JPACT that policy framework direction. He was not supportive of dropping the LRT alternative until after the LUTRAQ alternative is presented.

Mayor Cole was not supportive of keeping the LRT option in, asking when we are going to put this rail option in the LRT study for the region. From Beaverton's point of view, Murray Road would become the defacto bypass if the Western Bypass is not built. He emphasized the need for a highway bypass. He felt discussion needs to take place on this in the rail studies.

Chair Devlin indicated that he was in his eighth year of meetings on bypass options and alternatives. He spoke of the proponents and opponents drawn because of the bypass. He noted that some are looking at issues in the area and want some resolution. He felt that the east-west movement in the study area is a broader issue than that of circumferential travel (the through trips from I-5 to Highway 26) and spoke of the lack of a transit or arterial system to accommodate that. It is understood that the EIS work will be done if it is included as an alternative. Chair Devlin felt that the decision on whether the study should proceed should only be determined after the alternatives have been identified.

Andy Cotugno summed up the issue on transitional planning by acknowledging that JPACT wants to understand and agree upon the way we are proceeding from here, how all the pieces will fit together, whether we are addressing everything to meet those requirements, whether the efforts of each jurisdiction complement one another, and whether all the pieces are integrated with one another as a result of all these efforts.

Action Taken: Commissioner Rogers moved, seconded by Commissioner Blumenauer, to recommend approval of Resolution No. 92-1619, eliminating Bypass Option B from further Western Bypass study. The motion PASSED unanimously.

RESOLUTION NO. 92-1620 - ELIMINATING A "TRANSIT-INTENSIVE STRATEGY" FROM FURTHER CONSIDERATION IN THE WESTERN BYPASS STUDY WITHOUT PRECLUDING FUTURE LIGHT RAIL TRANSIT IN THE HIGHWAY 217 CORRIDOR

Andy Cotugno explained that the Transit-Intensive Strategy is an alternative with a strictly transit-oriented approach that does not solve the problem in Washington County. He noted the need for a combination approach of transit and highway improvements. Given the land use pattern, he felt that a light rail alternative is not a good solution. He was supportive of heavy-oriented highway options. He asked whether we want to produce an LRT option that has land use considerations. Andy explained that we don't want to preclude LRT or a combination of options. The question of LRT will be considered again following the results of the LUTRAQ study and whether that alternative should be pursued.

Councilor McLain felt we would be irresponsible if we did not look at the complete picture in terms of scale of the project. She felt that the Bypass Study is an incomplete study and that what comes out of the EIS will be too limited.

Commissioner Rogers expressed difficulty about accepting this alternative as it doesn't solve the problem in Washington County. He noted that it may help other problems in the county but not within the framework and objectives of this study.

Fred Hansen suggested deferring action on this resolution until consideration of the LUTRAQ alternative.

Mike Wert questioned whether LRT is the only option considered as transit in the region.

Tom Walsh noted that he had no difficulty in dropping the Transit-Intensive Strategy from consideration. He spoke of the need to do a transportation systems study in Washington County, but he didn't feel it was worth the investment.

Councilor Gardner spoke of the purpose of the study and the need for it to receive credibility from the public. He acknowledged that a lot of options have been examined but he had a problem of dropping the LRT piece. He felt the LUTRAQ study will always be tainted because it is produced by a private group. If any LRT option prevails through the LUTRAQ study, he felt it would be a vulnerable option.

Mayor Cole indicated that, if LRT is part of the land use alternative and if this alternative stays in, it will be the wrong EIS for something they need. He felt it will hurt the future of LRT in that corridor and does not belong there.

Action Taken: Mayor Cole moved, seconded by Commissioner Rogers, to recommend approval of Resolution No. 92-1620 with the change to Resolve 2 to read as follows:

"2. That alternatives which include combinations of highway expansion and transit expansion, ~~not excluding the possibility of rail transit,~~ will be considered for Draft Environmental Impact Statement evaluation in the Western Bypass Study. In addition, when the alternatives are approved for inclusion in the EIS, specific consideration will be given to whether LRT should be the transit element of one of these alternatives.

In discussion on the motion, it was noted that the LUTRAQ study will be one of the alternatives. The Committee agreed that the amendment would open the door for future consideration of LRT. The LUTRAQ study would become one of the region's alternatives if JPACT, and subsequently Metro Council, adopts it. Commissioner Blumenauer spoke of the need for the LUTRAQ model to be a legitimate one or the region will be suspect to anyone who doesn't feel we would be giving it full consideration. In terms of funding and the outcome of this effort, we need assistance from ODOT and it needs to be discussed at the OTC level. He noted that there has been a lot of debate on this project and the process. There are a lot of people facing that debate and most of the questions are framed in a negative sense. If additional funds are required to support this project, he wanted to take that input back to the OTC.

Fred Hansen questioned what the impact would be if action was deferred on this resolution until completion of the LUTRAQ study. He offered to chair a JPACT subcommittee that would develop a transitional planning framework to respond to requirements of ISTEA, the Clean Air Act, and Rule 12. Mike Wert responded that more work has been done to define the alternatives for the EIS.

Councilor Gardner felt that this alternative would allow for consideration of light rail transit versus HOV lanes.

Mike Wert noted that the three study committees have recommended that the alternative not go forward. If a decision is made not to drop this alternative, more time and funding will be spent.

The motion PASSED. Those voting against included Fred Hansen, Councilor McLain and Councilor Gardner.

#### ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma  
Dick Engstrom  
JPACT Members

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 92-1667 FOR THE PURPOSE OF ADOPTING THE FY 1993 TO POST 1996 TRANSPORTATION IMPROVEMENT PROGRAM AND THE FY 1993 ANNUAL ELEMENT

Date: August 20, 1992

Presented by: Andrew Cotugno

## FACTUAL BACKGROUND AND ANALYSIS

### Proposed Action

The Transportation Improvement Program (TIP) and FY 1993 Annual Element serve as the basis for receipt of federal transportation funds by local jurisdictions, the Oregon Department of Transportation (ODOT) and Tri-Met.

This publication of the TIP reflects a number of changes from that of last year, particularly due to the new Intermodal Surface Transportation Efficiency Act (ISTEA), Metro Council approved resolutions, and administrative adjustments approved during the past year and to be approved by this resolution. The primary importance of the annual TIP update is to consolidate all past actions into a current document and set forth the anticipated programs for FY 1993. The FY 1993 program reflected herein is a first step in establishing actual priorities for FY 1993. A number of future actions will result in refinements to the material presented.

Adoption of the TIP endorses the following major actions:

- . Past policy endorsement of projects is identified in the TIP (including projects to be funded with Interstate, Interstate Transfer, Federal-Aid Urban and Federal Transit Administration (FTA) funds, as well as new highway funds available from ISTEA in the form of the Surface Transportation Program, the National Highway System Program, and the Congestion Mitigation/Air Quality Program.

#### New Projects:

I-5 - Seismic Retrofit Five Bridges Phase 1 - seismic retrofit bridges: 8782, 8583, 8573, 8574, and 8575.

I-5 - Boones Ferry Road to Commerce Circle (Wilsonville) - construct connection in conjunction w/Stafford Interchange, install signal.

I-84 - Halsey Street Undercrossing Bridge #13516 - repair/replacement of worn deck expansion joints and bearings.

I-84 - I-84 at 82nd Avenue Park-and-Ride Lot - construct a park-and-ride facility.

I-84 - Argay Downs Soundwall (Portland) - construct soundwall.

OR-99W - SW Hamilton to Beaverton/Hillsdale Highway Junction Guardrail - install guardrail.

I-84 - Gateway Park and Ride Lot - construct a park-and-ride facility.

OR-43 - Taylors Ferry Road to I-205 Metropolitan Area Corridor Study (MACS) - Transportation System Management.

OR-210 Scholls Highway northbound at Highway 217 Left Lane - widen for left-turn lane.

I-205 - I-205 at Glisan Northbound; at NE Glisan southbound - widen to 4 lanes each. SB: left-turn lane, 2 through lanes, right-turn lane; NB: left-turn lane, left-turn through lane, through lane, right-turn lane.

US-30B - St. Johns Bridge Joint Repair - replace sidewalk and repair joints.

US-30B - Sandy Boulevard MACS - develop Transportation System Management project.

OR-43 Oswego Highway Retaining Wall/Bikeway-McVey to Burnham - construct a retaining wall and a bikeway.

OR-210 - Scholls at Beef Bend Road - left-turn refuge - construct a left-turn refuge.

I-205 - Columbia Blvd Southbound On-ramp - widen and restripe ramps for turn lanes.

OR-8 - Tualatin Valley Overlay - 110th to 160th - replace curbs/sidewalks, construct handicap ramps, overlay roadway.

OR-8 Tualatin Valley Highway -Beaverton/Tigard Highway to 117th - remove signal, raise median and widen roadway.

I-405 East Fremont Bridge Approach - reconstruct joints and restore decks on bridge.

Sunnybrook Split Diamond PE - construct overcrossing of I-205 at Sunnybrook Street with miscellaneous ramps and auxiliary lanes.

Regional Surface Transportation Program Reserve - reserve for FY 1992 of \$8,596,711 allocated by FHWA projected to \$60.9 million over the six-year life of the Act.

Allocation of \$22 million of Regional STP funds, \$22 million of ODOT STP funds and \$22 million of Tri-Met Section 9 funds to provide a one-third matching share for the extension of the Westside project to Hillsboro.

Inclusion of the full-funding contract for Section 3 funds for the Westside Corridor project.

- High-Capacity Transit (HCT) Studies (Resolution No. 91-1456) - Because of the large amount of HCT planning underway or proposed, it is important to organize activities to allow for the most efficient conduct of the work, to ensure participation by the jurisdictions affected by the decisions that must be made and to ensure proper consideration of functional and financial trade-offs between corridors. In particular, functional trade-offs and coordination is required to take into account the effect of one project on other parts of the HCT system and financial limitations dictate that careful consideration be given to defining regional priorities before committing to construction.

In the fall of 1987, JPACT evaluated the work which had been completed to that time and determined that the Westside, Milwaukie, and I-205 corridors have the highest priority and should be advanced within a 10-year timeframe. The Barbur and I-5 corridors were determined to be a lesser priority and recommended to be constructed in a 20-year timeframe. The Macadam Corridor need was determined to be beyond the 20-year timeframe.

In 1990, JPACT endorsed a resolution to advance the Hillsboro Corridor, an extension of the Westside Corridor from 185th and Baseline Road to downtown Hillsboro into Alternatives Analysis. In 1991, JPACT further refined the region's HCT planning priorities by endorsing a resolution that advances the I-205 and Milwaukie corridors and the I-5 North and I-205 North corridors into concurrent and coordinated Preliminary Alternatives Analyses.

JPACT has endorsed a Regional HCT Study that will examine long-term systemwide issues, concentrating on CBD alignments, operations and maintenance requirements, updating forecasts on future rail corridors and extensions, and establishing regional criteria and priorities for further HCT development.

Objectives of these studies will be to:



1. Continue planning and design on the region's No. 1 priority, the Westside and Hillsboro Corridor projects.
  2. Determine the region's next HCT transit corridor(s) to advance into Alternatives Analysis. The results of the study will be a statement of the transportation problems within the priority corridor, a description of a handful of most promising alternatives that respond to those problems, preliminary cost-effectiveness analysis of those alternatives, a corridor financial strategy, and a scope and budget for Alternatives Analysis. The study will also result in an action plan for the mid and long-term development of transit in the remaining corridors.
  3. Reassess the remaining high-capacity transit corridors identified in the RTP. This assessment will develop an HCT system plan and staging strategy, determine systemwide infrastructure and operational needs, and help determine long-term needs and staging strategy in the Portland CBD. All forecasts will be performed with a common model and horizon year, using the 1988 travel-forecasting model and new 2010 land use data.
  4. Develop system financing strategies and corridor financing plans that are consistent with the conclusions of the Regional HCT Study and the Preliminary AA Studies.
- . Approximately \$5.7 million of Interstate Transfer highway and transit funding is programmed for FY 1993. The TIP includes a fixed program amount for the Metro region of \$517,750,487 (federal) based upon the original amount for the withdrawn freeways (Mt Hood and I-505), \$731,000 of additional transit withdrawal value in April 1987 added by Section 103(c) of Pub.L. 100-17, and \$16,366,283 made available by the recent I-205 Buslane withdrawal. Currently, the additional withdrawal values can only be applied to transit projects. At the end of the federal fiscal year, all unbuilt projects and their unused funds for FY 1992 will automatically shift to FY 1993.

The final transit/highway appropriation needed to complete the Interstate Transfer Program has been estimated at \$15,165,874. This amount, when combined with remaining unspent appropriations, provides some \$34.4 million available to complete the Interstate Transfer Program which was begun in 1977. The \$34.4 million is allocated to highway projects of \$14.4 million and transit projects of \$19.9 million.

- . Some \$7.4 million of FTA Section 3 "Trade" funds are programmed in FY 1992 marking the completion of the "Trade" program upon approval of outstanding grant applications. Some \$0.6 million has been earmarked for shelters, \$5.0 million for the Transit Mall Extension North, \$1.6 million for replacement buses, and

\$0.2 million for contingencies.

- . The maximum allowable use of FTA Section 9 funds for FY 1993 operating assistance is included (estimated to be \$4.6 million) which is less than that for FY 92. The Section 9 Program is projected in the TIP on a continuing basis through post 1996 based upon the Transit Development Plan and its revisions adopted by Tri-Met.
- . Private enterprise participation for FTA Section 3 and Section 9 programs is in accordance with Circular 7005.1. This requires that a local process be developed to encourage private providers to perform mass transportation and related services to the maximum extent feasible. See Attachment.
- . An amendment is included for the Westside LRT project in the TIP to make it consistent with Tri-Met's grant application. Tri-Met and FTA are in the final stages of negotiating the FFA, with original cost estimates and construction plans undergoing revision. The SDEIS estimate (federal) of \$489.5 million (1990 dollars) was refined to \$522.4 million (1990 dollars), and has further been revised to \$505.6 million. This current amount has been escalated to year of construction dollars amounting to \$692.3 million (federal).
- . On May 11, 1989, the Metro Council adopted Resolution No. 89-1094 calling for withdrawal of the I-205 buslanes and allowing for substitution of light rail as an eligible project.

The amount of federal funds finally authorized by the withdrawal for a transit project in the I-205 corridor was \$16,366,283. This amount will be included in subsequent substitution cost estimates used to apportion funds appropriated from the general revenue funds for the Interstate substitution transit projects authorized under Section 103(e)(4) of Title 23 United States Code.

- . An evaluation of transit financial capacity demonstrates that there are sufficient resources to meet future operating deficits and capital costs.
- . The former STA expired on September 30, 1991 and a new one was adopted by the U.S. Congress and signed into law December, 1992. A new Act is considered every 4-6 years. The new Act promises significant changes from the past program and will have a profound impact on the 1993-1998 and future Six-Year Programs. This TIP therefore continues to carry the former funding categories as well as new funding sources.

TPAC has reviewed the FY 93 to post 1996 Transportation Improvement Program and the FY 93 Annual Element and recommends approval of Resolution No. 92-1667.

## Background

The Metro TIP describes how federal transportation funds for highway and transit projects in the Metro region are to be obligated during the period October 1, 1992 through September 30, 1993. Additionally, to maintain continuity from one year to the next, funds are estimated for years before and after the Annual Element year and include carryover (unspent) funds. Final vouchered projects (those which have undergone final audit) are aggregated to one line item as are completed projects. Completed projects are defined as those which are or will shortly be entering the final audit stage.

This FY 1993 TIP is a refinement of the currently adopted TIP and is structured by the following major headings:

Interstate Transfer Program

Federal Transit Administration Programs

Federal-Aid Urban System Program and the Regional Surface Transportation Program

Other Programs - Interstate, Primary, Bridge, Safety, State Modernization, State Surface Transportation, National Highway System, Bike, etc.

New funding programs added in the year:

Regional Surface Transportation Program

State Surface Transportation Program (Includes Transportation Enhancement Program)

State Surface Transportation Program (Safety)

National Highway System Program

State Congestion Mitigation/Air Quality Program

Regional Congestion Mitigation/Air Quality Program

### INTERSTATE TRANSFER PROGRAM

The FY 1993 Interstate Transfer Program of approximately \$5.7 million represents the full funding need and this, together with the projects that slip from FY 1992, is well within the level of funding the region currently has available. The noted amount is earmarked for FHWA highway projects. Priorities will be established from among the full FY 1992 and FY 1993 programs later in the year based upon a closer estimate of project needs. Projects not funded in FY 1993, should there be insufficient funds, will be delayed; however, they will be considered for implementation and funding in FY 1994.

A number of revisions to last year's Annual Report and to the overall project allocations are incorporated including a variety of minor transfers due to cost overruns and underruns. Schedule changes to the Interstate Transfer Program consist of:

<u>Project</u>	<u>From</u>	<u>To</u>
<b>City of Portland</b>		
N.W. 23rd Avenue/Burnside -- R/W and Construction	1992	1993
<b>Multnomah County</b>		
I-84 - 223rd Avenue (Fairview) -- 207th Avenue connector	1992	1993
<b>Clackamas County</b>		
Beavercreek Rd. Extension	1992	1993
<b>McLoughlin Corridor Reserve</b>		

The McLoughlin Reserve was established in March 1986 through Resolution No. 86-632. Resolution No. 89-1135 allocated the final \$3,002,610 McLoughlin Interstate Transfer Reserve to seven projects. The projects and funding status as of June 30, 1992 are:

<u>Project</u>	<u>Cost</u>	<u>Schedule</u>
Johnson Creek Boulevard (32nd Avenue to 45th Avenue)	\$1,000,000	Post 1996
Harrison Street (Highway 224 - 32nd Avenue), P.E. Only	\$ 50,000	Post 1996
Johnson Creek Boulevard (Linwood Avenue to 82nd Avenue), P.E. Only; augmented with Sunnyside Road funds	\$ 50,000	1992
45th Avenue (Harney to Glenwood), P.E. Only	\$ 50,000	Obligated
LRT Studies in Milwaukie Corridor	\$ 560,000	Obligated
Hawthorne Bridge LRT study	\$ 5,000	Obligated
McLoughlin Corridor Highway	<u>\$1,287,610</u>	Obligated
	\$3,002,610	

## Overall Program Status

Projects using remaining highway funds are:

McLoughlin PE . . . . .	\$ 920,721
Transit Mall Extension. . . . .	2,917,200
Marine Drive. . . . .	2,370,698
Airport Way, Unit 4 . . . . .	722,000
Hawthorne Bridge. . . . .	725,922
223rd Connector (207th) . . . . .	2,637,581
Johnson Creek Boulevard . . . . .	897,150
Miscellaneous/Reserves Under \$500,000	<u>3,255,702</u>
	\$14,446,974

And those using remaining funds on the transit side are:

McLoughlin Blvd. Alternatives Analysis .	\$ 987,950
I-205 Buslane Withdrawal . . . . .	15,941,283
Tri-Met Transit Reserve. . . . .	<u>3,000,000</u>
	\$19,929,233

During the past year, the transit/highway portions (authority) of the Interstate Transfer Program has been adjusted through the following actions:

### Transit to Highway Transfers

Metro Planning (Transit).....	-\$43,305
Metro Planning (Highway).....	\$43,305

### Highway to Transit Transfers

Convention Center Area Program.....	-\$2,000,000
Marine Drive Project.....	-\$1,000,000
Tri-Met Transit Account.....	\$3,000,000

The City of Portland will complete the Convention Center Area Program using Tri-Met local capital funds in compensation for the above highway to transit transfers. The reduction of Marine Drive funds is offset by an equal increase to the project under the Federal-Aid Urban Program.

A revised Interstate Substitute Cost Estimate of net funds needed to complete the program has been prepared for 1992. This revised estimate will be used in apportioning FY 1993 (or later year) funds for substitute highway and transit projects. Metro has submitted the following estimate to USDOT:

	<u>Final Amount of Funds Required</u>
Highway . . . . .	\$ 4,316,789
Transit . . . . .	10,849,095

## FEDERAL TRANSIT ADMINISTRATION PROGRAMS

The Federal Transit Administration (FTA) carries out the federal mandate to improve urban mass transportation. It is the principal source of federal financial assistance to help urban areas

(and, to some extent, non-urban areas) plan, develop and improve comprehensive mass transportation systems. The FTA's programs of financial aid include, but are not limited to, the following:

Section 3 discretionary and formula capital grant program at 80 percent federal, 20 percent local funding.

Section 3 "trade" Letter of Intent at 80 percent federal, 20 percent local funding.

Section 9 formula grant program covering capital and operating expenses at 80 percent federal, 20 percent local for capital funding, and 50 percent federal for operating expenses. For FY 1993, only \$5.5 million is programmed in order to set aside funds for use on the Westside LRT Project in FY 1994 and FY 1995.

### **Section 3 Discretionary**

There still remains available funds under the former discretionary program which the TIP has been carrying for specified projects:

Bus Purchases	\$ 2,500,000
Banfield Retrofit Program	
Operations Control	5,700,000
Double Tracking	9,100,000
Ruby Junction Expansion	4,100,000

Under terms of the Full-Funding Agreement, a \$5.8 million balance is still available and has been programmed for FY 1993. Tri-Met plans to request these funds to partially apply to the Banfield Retrofit projects. Also included in the Section 3 Discretionary program for FY 1993 is \$1.0 million for the Hillsboro Corridor to conduct preliminary engineering and development of civil and systems engineering to the 30% level.

### **Section 3 "Trade" Funding**

These are funds committed through a \$76.8 million Section 3 "Letter of Intent" issued May 14, 1982. The funds are restricted to bus capital purposes under the terms for which they were awarded to the region but are flexible as to the particular bus capital purpose.

The \$76.8 million program in the TIP is predicated on a Letter of Intent extension to 1992 and is currently allocated as itemized in Exhibit A and summarized below:

Firm projects with approved grants \$69,391,120

Project applications in 1992

Bus Purchases	1,597,144
Passenger Shelters	612,951
Mall Extension	4,992,410
Contingencies	206,375

Total.....\$76,800,000

Bus Purchase - the \$1.6 million will allow procurement of approximately eight liquified natural gas (LNG) replacement buses.

Passenger Shelters - the \$0.61 million will procure approximately 250 replacement shelters.

Transit Mall Extension North - this project uses a combination of "trade" and Interstate Transfer funds; it calls for reconstructing 16 blocks on NW 5th and 6th Avenues between and including West Burnside and NW Irving Streets.

#### Program Status

The 'trade' program will be completed in FY 1992 upon approval of the above grant applications, and will be carried in the TIP until such time as final audit has been performed. Twenty-three projects have been implemented using the \$76.8 million with more than half of the trade program represented by the \$20 million applied to the Banfield program and some \$26 million to bus purchases.

#### Section 9

These funds are committed to the region through a formula allocation. There is considerable flexibility on the use of the funds, although there is a maximum allowable level that can be used for operating assistance (\$4.4 million for the Portland/Vancouver region for FY 1992), and the remainder is generally intended for "routine" capital purposes such as bus replacement and support equipment. Actual funding levels over the years are subject to amounts provided in the ISTEA, any carryovers, annual appropriations, and fluctuations in the formula distribution. Funds, except for operating expenses and projects of imperative nature, plus carryovers will be set aside for the next several years in order to accumulate some \$22 million for application to the Hillsboro Extension of the Westside Light Rail.

#### Section 9 Projects of Interest

##### Bus Dispatch System

This project will provide a new computer-aided dispatch system for fixed route buses. The project replaces many elements of the

radio dispatch system currently in use in the bus dispatch center, at radio base stations and on-board buses while retaining components that are still functional and have not completed their useful life. The existing system is becoming difficult to maintain, has limited functionality and cannot be expanded or changed to meet Tri-Met's current and future needs.

Tri-Met is currently developing procurement specifications of the project and plans to select a vendor by April 1993. Project completion date is expected to be August 1994.

#### Hillsboro Corridor Preliminary Engineering/Final Environmental Impact Statement

Section 9 and Section 3 funds are identified for expenditure on PE/FEIS for the Hillsboro Corridor Locally Preferred Alternative, to be selected in April 1993.

Preliminary Engineering includes development of civil and systems engineering to the 30 percent level. Engineering work will also include design of mitigation measures identified in the DEIS for the Locally Preferred Alternative.

The FEIS includes responding to comments received on the DEIS, defining plans to mitigate the adverse impacts associated with the Locally Preferred Alternative and evaluation of the results of the mitigation plans identified in the DEIS. The FEIS completed federal environmental review requirements in anticipation of application for a federal grant to implement the Locally Preferred Alternative.

\* \* \* \* \*

#### **Westside Corridor LRT**

In April, Resolution No. 92-1598 amended the TIP and endorsed an overall Westside Light Rail Transit funding package which recognized the commitment of \$44 million in Surface Transportation Program funds and \$22 million of Section 9 funds for the Hillsboro extension.

In July, Tri-Met submitted a revised grant application to the Federal Transit Administration (FTA) for constructing the Westside Light Rail.

#### **MILESTONES**

Major milestones which directly supported the grant application and negotiations with FTA for the terms of a Full-Funding Agreement (FFA) have been accomplished:

In summer 1991, local jurisdictions formally committed funds under the terms of the regional compact. Total amount of the compact funds is \$21 million.



In July 1991, Tri-Met and the Oregon Department of Transportation completed an intergovernmental agreement for the state's portion of the local match.

In August 1991, the Final Environmental Impact Statement (FEIS) was published.

In November 1991, the Record of Decision (ROD) was issued by UMTA for the Westside Project, reflecting the completion and satisfaction of National Environmental Protection Act (NEPA) requirements.

In November 1991, FTA approved Tri-Met's request for a Letter of No Prejudice for final engineering and design and right-of-way acquisition.

As Tri-Met and FTA are in the final stages of negotiating the FFA, the original cost estimates and construction plan are under revision.

The SDEIS estimate of \$489.5 million in \$1990 was revised to \$522.4 million in the FEIS and has been further refined to \$505.6 million. The latest reduction reflects a combination of deletions and deferrals of project elements. The grant application reflects year-of-expenditure dollars in the attached table.

The program in the TIP reflects the noted changes and is phased by year:

1992	\$ 14.4 million
1993	\$ 85.0 million (Annual Element year)
1994	\$104.0 million
1995	\$104.0 million
1996	\$104.0 million
post 96	<u>\$103.6 million</u>
Total Section 3	\$515.0 million

### Funding Plan

The grant application requests a total of \$515 million in Section 3 funding as reflected above. Matching funds and local funds advanced to maintain the construction schedule will come from the following regional resources:

State Funds	\$114 million
Tri-Met General Obligation Bonds	\$ 79 million
Regional Compact Funds	\$ 12 million
Surface Transportation Funds (region)	\$ 22 million
Surface Transportation Funds (state)	\$ 22 million
Section 9 Capital Grants	\$ 22 million
Interest	<u>\$ 6 million</u>
Total Non-Section 3	\$277 million

Local funds beyond the project match requirements could be advanced to allow the project to be completed according to the construction sequencing plan. These funds would be reimbursed by subsequent appropriations of Section 3 funds. The actual amounts advanced and reimbursed will depend on annual federal appropriations.

### **Low-Floor Vehicles**

In April 1991, public testimony at hearings on the Westside Project cited requirements of the 1990 Americans with Disabilities Act (ADA) in seeking an alternative to Banfield-style mechanical lifts.

In April 1992, the Tri-Met Board of Directors authorized the inclusion of low-floor level boarding light rail vehicles in the Westside Project and the grant application. Tri-Met is seeking separate funding for the extra costs associated with low floor vehicles. In the absence of additional funds, Tri-Met will purchase fewer (29) vehicles and use available funds to pay the low-floor "premium." If no successful bidder emerges from the procurement process, Tri-Met will purchase standard high-floor vehicles and install mini-high platforms to comply with ADA requirements.

### **Activities in 1993**

Major activities scheduled for 1993 include:

- . bid, award and begin work on tunnel construction contract
  - . bid, award and begin work on LS 6 construction contract
  - . conclude procurement process for light rail vehicles
  - . bid and award contract for provision of track materials
- acquire majority of right-of-way

### **REQUIREMENTS SUMMARY**

<b>Cost Elements</b>	<b>1990\$</b>	<b>Exp Yr \$</b>
Right-of-Way*	42.4	48.2
Alignment Preparation	88.0	125.3
Tunnel	78.0	112.8
Track Materials	10.1	11.6
Electrifications, Signals, Communications	32.1	49.3
Stations and Park and Ride Lots	30.1	33.2
Operations Facility and Equipment	12.3	17.0
Light rail vehicles	56.6	79.7
Engineering and Construction Management	92.2	122.4
Design and Construction Contingency	63.8	91.6
Interim Financing Costs		<u>1.2</u>
<b>TOTAL PROJECT REQUIREMENTS</b>	<b>505.6</b>	<b>692.3</b>

## RESOURCES SUMMARY

Partnership Funding	Amount
Section 3 New Start**	515.0
State Funds	86.0
Tri-Met G.O. Bonds	79.3
Regional Compact Funds	<u>12.0</u>
TOTAL PROJECT RESOURCES	692.3

\*Right-of-way estimate in 1992\$

\*\*Under the terms of the 1991 Intermodal Surface Transportation Act (ISTEA), the project will receive \$515 million in Section 3 funds. The timing of these funds is uncertain; the region will advance local funds to accommodate the construction schedule and be reimbursed from future Section 3 appropriations, if necessary.

### FEDERAL-AID URBAN SYSTEM AND REGIONAL SURFACE TRANSPORTATION PROGRAMS

The FAU program has been eliminated under the ISTEA and replaced by the STP program through which the Metro region receives annual allocations. There still remains FAU balances amounting to some \$4.8 million for the City of Portland, and \$3.3 million for the region. The largest shareholder for the region is Clackamas County with \$1.6 million retained for the Lower Boones Ferry Road -- Madrona to SW Jean project -- and \$933,000 for the McLoughlin Boulevard-Harrison Street through Milwaukie CBD project which is largely undefined at this time.

Resolution No. 92-1644 has established administrative options and procedures between Metro and ODOT for use and exchange of the remaining FAU funds for an equal amount of STP funds. This would have the effect of releasing the FAU funds for their use in other areas of the state and avoiding potential lapse. In exchange, the state would provide the region with new STP funds having an availability of four years.

Highlights of the resolution provide for the following:

Metro may request of ODOT that FAU fund balances be exchanged for STP funds and that any remaining amounts currently programmed for FAU projects in the TIP be allocated to corresponding projects under the STP Program.

Metro and ODOT's Salem Program Section will mutually establish the Metro areas's annual authority and six-year obligation authority in order to assure compatibility between Metro and statewide program ceiling limitations.

Annual programmed amounts may vary from annual allocations by mutual agreement of ODOT and Metro subject to ODOT's ability to accommodate shifts relative to the statewide

program and subject to the region's assurance that future authority will be available on a one-for-one basis.

The remaining FAU funds which may be exchanged for STP funds consist of those allocated to projects and to reserve accounts. Under the ISTEA, suballocation of STP funds is not allowed; therefore, in the exchange process, specific projects must be identified and reserve funds allocated to specific projects. Balances remaining for individual jurisdictions as of June, 1992 are as follows:

City of Portland.....	\$4,785,146
Multnomah County.....	11,587
Clackamas County.....	2,921,801
Washington County.....	74,523
Tri-Met.....	53,178
ODOT.....	63,477
Regional Reserve.....	178,685

Total.....\$8,088,397

Under agreement with Tri-Met, the City of Portland has deleted the Transit Mall Rehabilitation project and transferred the balance of \$800,000 in authority to the Marine Drive project along with \$200,000 of authority from its FAU reserve account. The combined amounts offset a similar transfer under the Interstate Transfer Program of \$1,000,000 from highway to transit, thus making the Marine Drive project allocations unchanged. The Transit Mall Rehabilitation Project was not eligible for use of FHWA funds and the City will now use the exchanged Tri-Met local capital funds for its rehabilitation.

#### OTHER PROGRAMS

##### **The Six-Year Transportation Improvement Program**

The Highway Division in the past has biennially published a Six-Year Highway Improvement program which has essentially targeted highway improvements. That publication has now been replaced in keeping with the broad interest of ODOT and the direction being set at the national level. The current publication, the 1993-1998 Six-Year Transportation Improvement Program, lists major activities expected to be under way over the next six years by the Aeronautics, Highway, Public Transit, and Rail programs. The state highway projects listed in Metro's TIP were extracted from ODOT's proposed TIP (May 1992) and comprise the 'other programs' section.

Metro has initiated a continuing process to establish priorities for the development of a unified recommendation for projects of regional scope to the Oregon Transportation Commission for inclusion in ODOT's 1993-1998 Six-Year Program. This process

incorporates the previous prioritization efforts conducted for the 1991-1996 Six-Year Program as well as an evaluation of the new project proposals relative to the ranking criteria adopted by JPACT.

The prioritization process concerns itself with three basic categories of project proposals:

Category 1 -- previously prioritized projects already included in the current (1993-1998) Six-Year Program;

Category 2 -- previously prioritized projects not contained in the current Six-Year Program; and

Category 3 -- new project proposals to be folded into the overall prioritization.

#### **Regional Priorities and the Six-Year Transportation Improvement Program**

As noted above, the process to date has been based on the previous Surface Transportation Act. The new Act provides much greater flexibility by allowing funds to be applied to a variety of alternative transportation improvements. These alternative improvements, taking advantage of new funding flexibility, have not been fully explored or evaluated. Although projects recommended for funding in the Portland region are high priority, they have not been assessed in light of these new possibilities.

Resolution No. 92-1578 endorsed comments and recommendations regarding the Oregon Department of Transportation's (ODOT) 1993-1998 Six-Year Transportation Improvement Program which is to be adopted by the Oregon Transportation Commission (OTC) in July, 1992. In the JPACT comments, it was requested of ODOT to flag specific new projects in the adopted Six-Year Program in order to allow the region to work further with ODOT to consider alternative projects by October, 1992. This would allow money to be temporarily committed to a project, with a final review step before it becomes a final commitment, and with Resolution No. 92-1578 acting as an amendment to the Six-Year Program at that time.

In general, projects identified in the Regional Transportation Plan (RTP) represent the region's highway project needs over the next decade. As a result, an essential need is seen for these projects to be included in the program elements of the new Six-Year Program, whether construction, project development, or reconnaissance. Projects listed for construction in the existing (1991-1996) Six-Year Program are recommended to retain their present status and schedule.

\* \* \* \* \*

The 1993-1998 Six-Year Transportation Improvement Program must demonstrate a balance of projects and resources. The proposed program was in excess of the funds the state would receive over the six years and required reductions to achieve a balance. To this end, and to identify state STP funds in the amount of \$22 million for the Westside Light Rail Transit Project, ODOT reviewed comments and recommendations made on the proposed program of May, 1992. Resolution No. 92-1647 accepted the ODOT changes to the May program necessary to achieve the reduction and highlighted the following projects:

<u>Year</u>	<u>Highway</u>	<u>Project</u>	<u>New Status</u>
93	I-5	Tualatin Park-and-Ride	Tri-Met
93	US-26	SW Center - SW 76th LRT	Increased scope
93	I-5	W Marquam Intch-Marquam Br	Added to Program
93	I-5	Seismic Retrofit	Added to Program
94	I-5	Boones Fy-Commerce Circle	Added to Program
94	I-84	223rd to Troutdale	Reduced Scope
96	99E	MLK/Grand - SE Harold	Deferred to Dev
96	OR-208	209th to Murray	Deferred to Dev
96	99E	Milwaukie Park-and-Ride	Tri-Met
96	US-26	Westside LRT	Added to Program
96	OR-43	West Linn Park-and-Ride	Tri-Met
96	99E	Harold - Tacoma	Deferred to Dev
97	US-30B	N Columbia-Lombard/60th	Deferred to Req
98	I-5	Hood - Terwilliger	Deferred to Req
98	US-26	185th - Cedar Hills	Reduced Scope
98	I-205	Sunnybrook Interchange	Added to Program

The Other Programs section of this TIP has retained last year's funding structure as well as adding the new funding sources arising from the ISTEA. Thus, some projects appearing in this section may not fully be categorized to the proper funding source because of carryover funds to FY 1992 and assignment of new funding. This section of the TIP is organized by the following funding sources:

- Federal-Aid Interstate
- Federal-Aid Interstate 4R
- Federal-Aid Primary
- Highway Bridge Replacement
- Hazard Elimination System
- State Modernization
- State Operations
- Bikeways
- Access Oregon Highways
- State Surface Transportation Program
- State Surface Transportation Program (Safety)
- National Highway System Program
- State Congestion Mitigation/Air Quality Program
- Other Funding Programs

## ACTIVITIES OF REGIONAL INTEREST

### **Regional Transportation Plan**

The revised RTP, adopted in January 1992, is the "umbrella document" which integrates the various aspects of regional transportation planning into a consistent and coordinated process. The RTP which was revised in FY 1992 identifies the long-range (20-year) regional transportation improvement strategy and 10-year priorities established by JPACT and defines regional policies, goals, objectives and system plan elements.

The TIP relates to the RTP as an implementing document, identifying improvement projects consistent with the RTP that are authorized for funding within a five-year timeframe. Projects are identified for funding in the TIP at the request of local jurisdictions, Tri-Met and ODOT. These capital improvements must be consistent with the RTP policies, system element plans and identified criteria in order to be eligible for inclusion into the TIP for funding. All projects are retained in the RTP until implemented or a no-build decision is reached, thereby providing a permanent record of proposed improvements. Projects that are dropped from the TIP due to insufficient funds are maintained in the RTP for funding consideration at a later date. It is from priorities and proposed improvements found to be consistent with the RTP that projects appearing in the TIP and its Annual Element are drawn.

### **Regional Priority-Setting Process**

A process to address regional transportation priorities and funding issues related to them has been implemented by JPACT in the form of Resolution No. 89-1035. The resolution represents a major milestone in reaching a consensus among jurisdictions in the Portland region on how to fund key transportation priorities. It represents an important starting point for seeking implementation of the proposals by the Legislature, affected boards and commissions and ultimately by the voter.

To implement the program, priorities must be established to guide specific funding decisions now and in the future. Criteria for setting these priorities will be as follows:

Improvements that correct severe existing traffic problems will have top priority.

Improvements that correct traffic problems anticipated in the next decade and improvements that correct access capacity deficiencies that constrain development areas during the next decade will have next priority.

Regional corridor improvement will give priority to options which reduce costs by increasing people-moving capacity.

Those options include ramp metering, signal improvements, access control and high occupancy vehicle lanes.

Large projects will be broken into manageable parts so that the most critical part is given priority for construction.

Consideration should be given to the region "reserving" a portion of available funds in order to be able to provide needed transportation improvements which quickly respond to economic development opportunities.

## **Criteria**

Criteria adopted by JPACT in 1989, were used for prioritization of highway and transit projects proposed for inclusion in the 1991-1996 and 1993-1998 ODOT Six-Year Transportation Improvement Program. Metro has initiated a continuing process to establish priorities for the development of a unified recommendation for projects of regional scope to the Oregon Transportation Commission for inclusion in ODOT's Six-Year Programming effort.

With the adoption of the Intermodal Surface Transportation Efficiency Act (ISTEA), the federal project funding categories have been restructured to provide for increased local flexibility in funding decisions. This flexibility allows for local areas to determine whether federal funds will be directed toward highway or transit projects. In addition, two new categories, Transportation Enhancement and Congestion Mitigation/Air Quality, were developed which can provide funding for alternative transportation projects. Two separate ranking processes, each with unique criteria, have been developed for these two categories.

## **Regional Priorities and the Six-Year Highway Improvement Program**

In June 1991, Metro submitted to ODOT results of a technical ranking process for establishing the Portland metropolitan area's priority highway projects for inclusion in ODOT's 1993-1998 Six Year Transportation Improvement Program. Priority state highway projects were ranked in three categories: Interstate, Access Oregon Highways (AOH), and Other Highway Projects.

In general, the projects represented the region's highway project needs over the next decade as identified in the Regional Transportation Plan (RTP). As a result, an essential need is seen for these projects to be included in the program elements of the new Six-Year Program, whether construction, project development, or reconnaissance.

Specifically recommended was for ODOT to identify the region's highway project priorities in the 1993-1998 Six-Year Program as follows:



## Construction

All projects identified as a "high" priority (greater than 18 points) are recommended for construction. Of these, particular attention should be given to the following projects:

- . I-5: Greeley to N. Banfield (Phases 3 and 4). At a minimum, it is absolutely essential that elements related to the construction (phasing, right-of-way acquisition, local access, etc.) of a new Blazer arena be integrated into the program.
- . Highway 99W: Pfaffle to Commercial (Phase 1) and I-5 to Pfaffle (Phase 2). While Phase 2 ranked higher, Phase 1 is the preferred initial project.

In addition, the following projects which did not score higher than 18 points should be programmed for construction or require special consideration:

- . I-205: Highway 24 Interchange. This project provides necessary staging for and is complementary to Phase 1 of the Sunrise Corridor.
- . Highway 43: At Terwilliger Extension. If appropriate, this project should be constructed in conjunction with the Lake Oswego Trolley project. At the very least, an overall solution for the area should be defined through the Six-Year Program's Project Development Section and integrate both with the trolley and with ODOT's Highway 43 Metropolitan Area Corridor Study (MACS). The study should also define specific local access and circulation issues related to the trolley.

## Project Development

Projects scoring between 14 and 17 (medium) points in the ranking and those scoring 18 or greater and not programmed for construction should be programmed for project development and/or right-of-way.

## Transportation Enhancement

Transportation Enhancement funds are available for a broad range of transportation-related uses including bicycle or pedestrian facilities, scenic developments, highway beautification, historic enhancement or mitigation of water pollution due to highway runoff. Potential enhancement projects were solicited from jurisdictions throughout the region and were ranked during special TPAC meetings held in May of 1992. Six projects were recommended for inclusion in the 1993-1998 Six Year Program including:

- . Springwater Corridor. This project includes bike/pedestrian trail enhancements, trailhead development and safety improvements.
- . Columbia River Scenic Highway Interpretive Panels. This project covers the design, illustration, fabrication and installation of panels interpreting the cultural, historic and natural resources along the highway.
- . Fanno Creek Bike Path. Extension of an existing off-street bicycle pathway adjacent to Fanno Creek between Highway 217 and Scholls Ferry Road.
- . Clackamas/Willamette River Bike Path. This will develop a bike path along the Clackamas and Willamette Rivers in the northern portion of Oregon City.
- . Oregon Electric Right-of-Way. Acquisition and development of a bicycle/pedestrian pathway between S.W. 92nd and Oleson Road.
- . Willamette Shore Trolley Extension. Extend trolley to downtown Lake Oswego.

A specific Transportation Enhancement Program will be developed for inclusion in both the Regional Transportation Plan and future Transportation Improvement Programs.

#### Congestion Mitigation/Air Quality

Congestion Mitigation/Air Quality (CMAQ) funds are available for use in urban areas which are determined to be in non-attainment for Carbon Monoxide (co) or Ozone. As a non-attainment area, the Portland region is eligible for these funds, which must be used for transportation projects which contribute to the attainment of federal air quality standards.

The TPAC Transportation Demand Management (TDM) Subcommittee recommended to the state that the OTC fund a maximum of two years of the CMAQ to allow time for the region to complete work on the Governor's Task Force on Automobile Emissions and Metro's TDM study. These two studies will develop projects which directly relate to the CMAQ Program objectives. With this recommendation in mind, the TDM Subcommittee developed the following project priorities for inclusion in the 1993-1998 Six-Year Plan:

- . Tigard Park-and-Ride.
- . Willamette River Bridge Access Study
- . Courtney Avenue Bike/Pedestrian Link
- . Pedestrian to Transit Study

- . Neighborhood Rideshare Co-op
- . Bikes on Transit

A specific Congestion Mitigation/Air Quality Program will be developed for inclusion in both the Regional Transportation Plan and future Transportation Improvement Programs.

#### Park-and-Ride Facilities

Tri-Met has prioritized and submitted park-and-ride lots associated with state highways. Given the complex nature of acquiring park-and-ride sites, certain actions on the sites should be taken as follows:

- . MAX Expansion - 82nd Avenue park-and-ride FY 1994.
- . MAX Expansion (Gateway) - FY 1995.
- . Lake Oswego Site - attempt to resolve site issues.

#### **Western Bypass Study**

The Western Bypass Study area extends from the Sunset Highway (U.S.26) south to the I-5/I-205 interchange between Tualatin and Wilsonville, from Highway 217 west to the Chehalem Hills.

The study is addressing the development and evaluation of alternatives to serve circumferential travel in the sub-region. These are to include bypass, arterial improvement, transit and demand management as possible options.

In FY 1991, the public involvement process was initiated and the Statement of Purpose and Need was adopted.

In FY 1992, six strategies were developed and evaluated for traffic effects. Two strategies were proposed for deletion (Outer Bypass (Highway 219 alignment)) and a transit-only (light rail) alternative. Four alternatives were developed by mixing strategy elements, and the traffic impacts were evaluated along with the effects of Travel Demand Management actions.

During the year, in a separate process, 1000 Friends of Oregon developed an alternative land use scenario in conjunction with a transit-only scenario.

In FY 1993, a decision on the alternatives to carry through the EIS process will be made, including the possibility of including the 1000 Friends of Oregon alternative following evaluation of its traffic impacts. The DEIS will be completed and, hopefully, a Locally Preferred Alternative will emerge.

## **High-Capacity Transit Studies (Resolution No. 91-1456)**

Because of the large amount of HCT planning underway or proposed, it is important to organize activities to allow for the most efficient conduct of the work, to ensure participation by the jurisdictions affected by the decisions that must be made and to ensure proper consideration of functional and financial trade-offs between corridors. In particular, functional trade-offs and coordination is required to take into account the effect of one project on other parts of the HCT system and financial limitations dictate that careful consideration be given to defining regional priorities before committing to construction.

In the fall of 1987, JPACT evaluated the work which had been completed to that time and determined that the Westside, Milwaukie, and I-205 corridors have the highest priority and should be advanced within a 10-year timeframe. The Barbur and I-5 corridors were determined to be a lesser priority and recommended to be constructed in a 20-year timeframe. The Macadam Corridor need was determined to be beyond the 20-year timeframe.

In 1990, JPACT endorsed a resolution to advance the Hillsboro Corridor, an extension of the Westside Corridor from 185th and Baseline Road to downtown Hillsboro into Alternatives Analysis. In 1991, JPACT further refined the region's HCT planning priorities by endorsing a resolution that advances the I-205 and Milwaukie corridors and the I-5 North and I-205 North corridors into concurrent and coordinated Preliminary Alternatives Analyses.

JPACT has endorsed a Regional HCT Study that will examine long-term systemwide issues, concentrating on CBD alignments, operations and maintenance requirements, updating forecasts on future rail corridors and extensions, and establishing regional criteria and priorities for further HCT development.

Objectives of these studies will be to:

1. Continue planning and design on the region's No. 1 priority, the Westside and Hillsboro Corridor projects.
2. Determine the region's next HCT transit corridor(s) to advance into Alternatives Analysis. The results of the study will be a statement of the transportation problems within the priority corridor, a description of a handful of most promising alternatives that respond to those problems, preliminary cost-effectiveness analysis of those alternatives, a corridor financial strategy, and a scope and budget for Alternatives Analysis. The study will also result in an action plan for the mid and long-term development of transit in the remaining corridors.

3. Reassess the remaining high-capacity transit corridors identified in the RTP. This assessment will develop an HCT system plan and staging strategy, determine systemwide infrastructure and operational needs, and help determine long-term needs and staging strategy in the Portland CBD. All forecasts will be performed with a common model and horizon year, using the 1988 travel-forecasting model and new 2010 land use data.
4. Develop system financing strategies and corridor financing plans that are consistent with the conclusions of the Regional HCT Study and the Preliminary AA Studies.

### **Regional HCT Priorities**

Regional consensus has been developed around a comprehensive transit and highway program requiring a broad set of local, regional, state and federal actions to implement. Regionwide support for MAX expansion has been demonstrated with interest in advancing HCT planning in a number of corridors. Technical studies have shown that expansion is or will be viable in the Sunset, Milwaukie, I-205, I-5 North and Barbur corridors. As such, development of a regional HCT system is the long-range vision described in the Regional Transportation Plan.

#### **. Westside and Hillsboro Corridors**

The Westside Corridor is clearly the state's and region's number one priority. This has been the case since 1979 when it was established as the next priority after the Banfield LRT and has been reconfirmed on numerous occasions, most recently at the January 18, 1990 meeting of JPACT.

In 1979, when the Westside Alternatives Analysis was initiated, it was concluded that the segment from 185th Avenue to Hillsboro should also be advanced into the Alternatives Analysis when the land use plans and population and employment densities increased to the point where light rail extension would be viable within a 15-year timeframe. JPACT has concurred that the Westside Corridor to Hillsboro is the region's number one priority; first on May 11, 1989 when they agreed to pursue the Hillsboro segment; again in October 1989 when they approved the Unified Work Program and grant application for the Hillsboro Corridor Alternatives Analysis; and, finally, on January 18, 1990 when they reconfigured the region's LRT priorities.

The Westside Corridor to Hillsboro is viewed as one corridor with a question remaining on where the western terminus will be located. The first segment from downtown Portland to 185th Avenue is in final design. The second segment from 185th Avenue to Hillsboro is in Alternatives Analysis comparing the merits and environmental consequences of a No-Build, TSM, LRT Hillsboro CBD and LRT Fairplex alternatives.

A Draft Environmental Impact Statement will be completed in FY 1993 and the region will adopt a Locally Preferred Alternative (LPA). If LRT is selected as the LPA, it will be advanced into Preliminary Engineering and a Final Environmental Impact Statement will be completed.

- **I-205/Milwaukie** -- The region has determined that the next HCT transit corridor to advance into Alternatives Analysis will have a terminus in Clackamas County, either in the I-205 or Milwaukie Corridor. The region has agreed further that the process for determining which of the two corridors will advance as the region's priority corridor will be determined by conducting a Preliminary Alternatives Analysis, a transitional systems level study. During FY 1992, the region agreed upon the organizational and legal structure by which to conduct and manage the study and also agreed upon a detailed Work Plan. Most of the study elements will be completed during FY 1993, including the identification and description of transportation problems within the corridors; development of a series of methodologies describing how the key study decisions will be made; definition of a wide range of alternatives followed by a narrowing to and description of a small set of most promising alternatives (including No-Build, TSM and various LRT and other HCT options); selection of a priority corridor; preliminary assessment of the potential cost-effectiveness of those alternatives; and a systemwide financial plan. The region will develop a scope and budget for the Alternatives Analysis in FY 1994.
- **I-5/I-205 Portland/Vancouver** -- The region has agreed with Clark County, Washington to conduct an Alternatives Analysis for the I-5 North and I-205 North corridors from Portland into Clark County. The I-5/I-205 Portland/Vancouver Preliminary AA is being coordinated and will proceed on a schedule concurrent with the I-205/Milwaukie Preliminary AA. While the objectives of the studies are similar, the I-5/I-205 study will determine whether a North Corridor should advance into AA concurrent with or following a Southeast Corridor AA. A key objective of this study is the development of a corridor financial strategy consistent with the Regional Systemwide Financial Plan.

**Regional HCT System** - The Regional Transportation Plan defines a long-range vision for an HCT system in the Portland region. The objectives of the Regional HCT Study include the following:

- Finalize Regional HCT System Plan and staging strategy based upon adopted RTP.
- Determine sketch-level systemwide infrastructure and operational needs.
- Determine Portland CBD requirements and staging strategy.

A separate Regional HCT Financing Plan will develop financing options for constructing the HCT corridors, either as a regional system or individual corridors until the system is completed.

Major work activities and accomplished timelines in the past fiscal year include interim LRT Plan development, and advancing the Portland CBD element of the Regional HCT Study as a Pre-Alternatives Analysis Study, with the same timeframe as the I-205/Milwaukie Pre-Alternatives Analysis and the I-5/I-205 Portland/Vancouver Pre-Alternatives Analysis.

Expected work activities for the Regional HCT Study in FY 1993 include the following:

- . Define a regional LRT system that could be presented to the community, and give the community something to compare it to:
  - Determine the cost of a regional LRT system
  - Determine options for how the region would finance the system
  - Determine how implementation of the system would be staged
  - Compare the costs and benefits of implementing the system to an alternative
- . Refine alternatives to be considered in the Portland CBD:
  - Determine what new connections will be made in the CBD
  - Determine how a downtown HCT system would support the various regional system alternatives
  - Compare alternative modes (bus & rail) in the Portland CBD
  - Carry promising CBD alternatives forward to AA/DEIS

In summary, the region's HCT priorities are clear -- the Westside Corridor to Hillsboro is the number one priority. Next, we wish to initiate Alternatives Analysis in either the I-205 or Milwaukie Corridors and to determine whether the I-5 North or I-205 North corridors should advance into AA concurrently with or following the I-205 or Milwaukie Corridor AA. These priorities are being followed for purposes of seeking federal funds, state matching funds and identification of local or regional revenue sources.

#### **Other Studies**

#### **Projects of Interstate Significance**

A Bi-State Policy Advisory Committee has been established between Oregon and Washington jurisdictions for the purpose of resolving problems of mutual concern. The committee provides a forum for policymakers from the two states to express views and discuss metropolitan problems of interstate significance. Metro is currently involved in several projects which support these functions including a high-capacity transit study and I-5 and I-205

corridor improvements. The Interstate and Glenn Jackson (I-205) bridges provide the links across the Columbia River in the metropolitan area. The need for additional river crossing capacity across the Columbia River is an active issue and is continually being monitored by the responsible planning agencies on both sides of the river.

Air quality is also of interest to both sides of the river as the Portland-Vancouver airshed is classified as non-attainment for both ozone and carbon monoxide. A Bi-State Subcommittee meets on an ongoing basis to share information and to coordinate air quality planning activities.

- . **Bi-State Study** - The current emphasis on bi-state transportation needs are focusing on high-capacity transit (see Regional HCT Priorities). However, the Bi-State Transportation Study focuses on short and long-term transportation system management and other relatively inexpensive methods to improve the operational efficiency of the I-5 and I-205 corridors (freeways, arterials, and transit) from I-84 north into Washington. The study is also evaluating the ability of the 2010 "recommended" RTP system to meet future year travel demands; and is assessing the impacts of bi-state accessibility on regional economic development patterns and reviewing economic factors influencing bi-state travel patterns. Study recommendations will be completed early FY 93.

#### **Air Quality/Demand Management Planning**

The Portland-Vancouver area is classified as non-attainment for carbon monoxide and ozone. As such, the area is subject to 1990 Clean Air Act Amendments (CAAA) emission reduction targets, to attainment deadlines for the two pollutants, and for the submittal of an updated SIP and air quality maintenance plan. Two inter-related studies are or will examine measures to meet CAAA requirements. Both studies recognize the interrelationships between improving air quality by reducing reliance on the single occupant automobile.

- . **Governor's Task Force on Automobile Emissions in the Portland Area** - In response to a directive from the 1991 Oregon Legislature the Task Force is studying alternatives for reducing motor vehicle emissions in the region through market (pricing) and regulatory approaches. The task force will report to 1993 legislative interim committees in order that recommendations can be reviewed for appropriate or necessary legislative action. Identified strategies will be forwarded for regional review for inclusion in the RTP, SIP, and maintenance plans.
- . **Transportation Demand Management (TDM) Study** - The Regional Transportation Plan recommends a balanced system of highways/arterials, transit, and TDM strategies to meet transportation needs over the next 20 years. Following, and incorporating



the work of the Governor's Task Force, a full set of TDM policy, program, and strategy recommendations will be developed for inclusion in the RTP. The TDM study will expand on the analysis of the Governor's Task Force, as necessary, and will provide the mechanism for regional and local review and implementation.

### **Area and Corridor Studies**

Metro is the responsible agency for conducting comprehensive transportation studies which have regional or multi-jurisdictional issues or implications. The Northwest Subarea Transportation Study is the only current such study underway. The purpose of the study is to analyze existing (1990) and forecast (2010) travel demand in an area north of the Sunset Highway from approximately NW 109th in Washington County to NW Westover in the City of Portland. The study is focusing on methods to better facilitate access and circulation within the study area and to address regional traffic using study area arterials and collectors. Alternatives analysis are emphasizing non-single occupant vehicle solutions including transit, TDM, and TSM measures, as top priorities. Study recommendations will be completed in FY 93 for RTP and TIP consideration.

The Willamette River Bridge Crossing Study (Southeast Corridor Phase 2) will begin in FY 93. The study will evaluate travel demand across the river south of the Marquam Bridge. Information and alternatives will coordinate with the I-205/Milwaukie Pre-AA study and ODOT's I-405 Reconnaissance Study.

### **Oregon Transportation Planning Process**

The ongoing Oregon Transportation Plan (OTP) Process is intended to result in the development of a transportation policy and a comprehensive, long-range plan for a multimodal transportation system for the state which encompasses economic efficiency, orderly economic development, safety and environmental quality. The OTP will guide all future state transportation planning, programming, and financing decisions. The OTP also fulfills the state's requirement to provide a Transportation System Plan (TSP) as part of the State Transportation Planning Rule 12. The rule requires that metropolitan areas and local governments develop TSPs consistent with the State TSP. Consequently, the OTP will in part guide the development of the regional TSP (or RTP).

### **Sunset Highway Improvements**

In addition to the Westside LRT, over \$100 million in highway/transit-related construction improvements are planned in the Sunset Highway Corridor between the Zoo and Highway 217. These changes will be managed by ODOT. Construction of highway improvements will be coordinated with construction of the light rail program. The highway improvements using state funds have

been approved by the Oregon Transportation Commission, and the TIP has been revised to reflect the following project orientation:

US-26 - CEDAR HILLS BLVD INTERCHANGE TO SW 76TH AVENUE....'93  
US-26 - SW 82ND PLACE (GOLF CREEK ACCESS ROAD).....'93  
US-26 - HIGHLANDS (ZOO) INTERCHANGE.....'93  
US-26 - SYLVAN INTERCHANGE TO HIGHLANDS INTERCHANGE.....'94  
US-26 - CAMELOT INTERCHANGE TO SYLVAN INTERCHANGE.....'95  
US-26 - BEAVERTON/TIGARD HIGHWAY TO CAMELOT INTERCHANGE... '96

#### GENERAL

- . Past policy endorsement of projects is identified in the TIP (including projects to be funded with Interstate, Interstate Transfer, Federal-Aid Urban and FTA funds), thereby providing continuing eligibility for federal funding.
- . The current status through June 30, 1992 of Interstate Transfer and Federal-Aid Urban projects is accounted for, including past obligations and the anticipated FY 1993 funding level.
- . On May 11, 1989, the Metro Council adopted Resolution No. 89-1094 calling for withdrawal of the I-205 bus lanes and allowing for substitution of light rail as an eligible project. The amount of federal funds finally authorized by the withdrawal for a transit project in the I-205 corridor was \$16,366,283. This amount was based on the federal pro-rata share of the costs included in the 1987 Interstate Cost Estimate for the added lanes on I-205 between Foster Road (milepost 17.79) and Marine Drive (milepost 24.88). The amount made available by this action will be included in subsequent substitution cost estimates used to apportion funds appropriated from the general revenue funds for the Interstate substitution transit projects authorized under Section 103(e)(4) of Title 23 United States Code.
- . Private Enterprise Participation -- In accordance with UMTA Circular 7005.1, recipients of FTA funding are required to develop a process for considering the capability of private providers to perform mass transportation and related support services. They are also required to provide periodic documentation on the results of implementation of the policy. This requirement falls both on Metro as the Metropolitan Planning Organization (MPO) and Tri-Met as the principal provider of transit services and FTA grant recipient. Specifically, Metro is required to adopt a policy which provides for consideration of private enterprises in local transit service planning, ensure a fair resolution of disputes and certify at the time of submission of the annual Transportation Improvement Program that the local process is being followed. The policy is intended to respond to the above requirements while recognizing that the principal responsibility for involving the private sector should rest with

Tri-Met since it is the only operator in the Portland region.

In accordance with these requirements, Tri-Met's compliance with the policy to ensure private sector participation is demonstrated and endorsed by Resolution No. 92-1667.

- Financial Capacity -- On March 30, 1987, UMTA issued Circular 7008.1 which requires transit agencies and MPOs to evaluate the financial ability of transit agencies to construct and operate projects proposed in the TIP. Tri-Met's Finance Administration has conducted an analysis of the District's ability to fund the capital improvements appearing in the TIP. The results show that Tri-Met has the financial capacity to fund the capital projects as programmed.
- Air Quality -- Clean Air Act of 1990 - Interim Conformity. The TIP has been found to comply with the Clean Air Act Amendments of 1990 and the Phase I Interim Conformity Guidelines. The TIP has been found to be consistent with the most recent estimates of mobile source emissions; provides for the expeditious implementation of transportation control measures; and contributes to annual emission reductions consistent with Section 182(b)(1) and 187(a)(7) of the Act.

The TIP is in conformity with the Oregon State Implementation Plan (SIP) for Air Quality adopted in 1982. An update to the ozone plan in 1985 demonstrates attainment of the standard by the end of 1987. All projects specified in the SIP as necessary for attainment of these standards are included in the TIP. In addition, the TIP has been reviewed to ensure that it does not include actions which would reduce the effectiveness of planned transportation control measures.

- Certification of the Urban Transportation Planning Process -- ODOT and Metro have certified that the planning process carried out by Metro is in conformance with requirements established as a prerequisite for receipt of federal highway and transit funding. This certification is documented in Resolution No. 92-1582 and its attachments.

#### State Clearinghouse Review

The FY 1993 TIP has been submitted to the Oregon State Clearinghouse for review.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 92-1667.

## ATTACHMENT A

### POLICY ON PRIVATE ENTERPRISE PARTICIPATION IN THE URBAN MASS TRANSPORTATION PROGRAM

#### TRI-MET DOCUMENTATION OF COMPLIANCE FOR FY 93

##### INVOLVEMENT OF THE PRIVATE SECTOR

Projects included in the FY 93 annual element of the Transportation Improvement Program (TIP) have been identified through the annual Tri-Met budget process. The Tri-Met budget undergoes extensive review by a seven member Citizens Advisory Committee and a public hearing on the proposed budget is convened by the Tri-Met Board of Directors.

The grant application process for all capital projects includes direct mailing to private transportation providers of notices of opportunity for public hearing on the proposed projects. Further opportunity for comment on the projects by private sector representatives is afforded when the Transportation Policy Alternatives Committee and the Joint Policy Advisory Committee on Transportation review the projects prior to approval of the TIP.

Finally, the competitive procurement process for purchase of equipment or vehicles, and provision of services or materials for the TIP annual element projects includes distribution of notices of bid advertisements or requests for proposals to prospective private sector bidders/proposers.

All major capital projects are examined prior to formulation of site plans to be certain that joint development possibilities are maximized from the inception of the project. This analysis focuses on possibilities in the area of obtaining contributions from property owners and developers, and in being certain that air rights may be utilized without undue economic penalty to the private development.

In order to increase coordination and information sharing with the private sector, the Oregon Transit Association is continuing to expand membership of private transportation providers.

##### PROPOSALS FROM THE PRIVATE SECTOR

Tri-Met has received no unsolicited proposals from the private sector during the last year. Tri-Met spent \$3,797,470 on contracted transportation services in FY 91-92.

## DESCRIPTION OF IMPEDIMENTS TO HOLDING SERVICE OUT FOR COMPETITION

The major impediment to contracted transportation is the labor contract which requires all vehicles on lines of the District to be run by Tri-Met operators.

A copy of fully allocated Tri-Met costs by route is attached (Attachment A). Tri-Met has actively sought to contract out additional bus service at each of the last four labor negotiations. Tri-Met estimates the District would save between 18% and 25% of fully allocated costs per vehicle hour by contracting with the private sector (Attachment B).

## DESCRIPTION AND STATUS OF PRIVATE SECTOR COMPLAINTS

Tri-Met has received no private sector complaints regarding privatization in the past year.

## PRIVATE ENTERPRISE PARTICIPATION POLICY

**Dispute Resolution Process:** A protest based upon Tri-Met's Private Enterprise Participation Policy must be received in writing by the Executive Director of Operations or his designee no later than 10 working days following any decision or recommendation. The decision of the Executive Director of Operations can be appealed by written communication to the General Manager or his designee within 10 working days of receiving notice of the Executive Director's decision. Tri-Met must in each case render a decision within 10 working days of receipt of the protest or appeal.

The protest or appeal must be in writing, include a detailed explanation of the basis of the protest or appeal, and state the course of action that the protesting party thinks Tri-Met should take. Any interpretation of FTA regulations can be appealed to FTA following the Tri-Met steps.

This dispute resolution process is not applicable to RFQ/RFP or bid protests which have their own procedures.

## FULLY ALLOC ED BUS COSTS

## Attachment A

#	Route Name	Pay Time Minutes	Vehicle Miles	Bus Day Equiv.	Weekday Pk. Veh	Subtotal	Overhead Ratio	Fully Allocated Quarterly Costs	Fully Allocated ANNUAL COSTS	Fully Cost/ Veh Hr	Estimated Private Sector Costs
1	Greeley/Vermont	\$152,014.6	\$89,435.5	\$24,080.4	\$22,021.4	\$287,551.8	\$71,240.7	\$358,792.5	\$1,435,170	\$51.46	\$1,076,378 - \$1,176,839
4	Fessenden/Division	\$472,204.7	\$280,740.0	\$74,727.7	\$63,311.6	\$870,983.9	\$215,785.4	\$1,086,769.3	\$4,347,077	\$50.48	\$3,260,308 - \$3,584,603
5	Interstate/Hawthorne	\$426,836.1	\$230,243.0	\$69,808.3	\$58,795.5	\$783,683.0	\$189,201.7	\$962,884.7	\$3,811,539	\$48.01	\$2,858,654 - \$3,125,462
6	Union Avenue	\$126,981.0	\$56,948.4	\$17,493.2	\$13,783.4	\$216,186.0	\$53,312.1	\$269,498.1	\$1,073,992	\$45.22	\$805,494 - \$880,674
8	15th/Jackson Park	\$295,887.2	\$137,435.1	\$39,915.8	\$33,032.1	\$506,250.3	\$126,423.0	\$631,673.3	\$2,526,693	\$45.99	\$1,895,020 - \$2,071,888
9	Broadway/Powell	\$327,940.1	\$170,517.3	\$46,246.0	\$41,290.2	\$587,995.5	\$145,675.3	\$733,670.8	\$2,934,683	\$48.74	\$2,201,012 - \$2,408,440
10	33rd/Harold	\$172,037.5	\$96,286.4	\$24,412.5	\$20,279.4	\$331,015.9	\$82,008.8	\$413,024.7	\$1,652,099	\$51.91	\$1,239,074 - \$1,354,721
12	Barbur/Sandy	\$451,306.4	\$261,358.7	\$82,905.8	\$65,053.5	\$890,624.2	\$205,786.3	\$1,096,410.5	\$4,145,642	\$53.86	\$3,109,232 - \$3,399,426
15	MLTabor/23rd Avenue	\$345,413.5	\$163,222.1	\$50,690.9	\$41,290.2	\$590,616.7	\$146,324.7	\$736,941.3	\$2,947,765	\$45.92	\$2,210,824 - \$2,417,168
17	21st/Holgate	\$309,022.3	\$179,419.9	\$49,905.7	\$44,042.8	\$582,390.8	\$144,286.7	\$726,677.5	\$2,908,710	\$50.44	\$2,180,032 - \$2,383,502
19	Glisan/Woodstock	\$301,765.9	\$164,751.6	\$44,321.8	\$36,537.6	\$549,376.8	\$136,107.6	\$685,484.4	\$2,741,938	\$49.40	\$2,056,453 - \$2,248,389
20	East & West Burnside	\$284,830.4	\$153,869.8	\$39,915.8	\$33,032.1	\$511,648.1	\$126,760.3	\$638,408.4	\$2,553,634	\$48.74	\$1,915,225 - \$2,093,980
22	Parkrose	\$58,690.7	\$31,431.8	\$9,553.6	\$8,258.0	\$107,934.2	\$26,740.6	\$134,674.7	\$538,699	\$49.61	\$404,024 - \$441,733
23	San Rafael	\$32,026.7	\$20,414.0	\$6,151.0	\$5,505.4	\$64,097.1	\$15,880.0	\$79,977.1	\$319,908	\$54.45	\$239,931 - \$262,325
24	Halsey	\$89,140.2	\$50,360.2	\$14,526.7	\$13,763.4	\$147,790.6	\$36,616.0	\$184,406.6	\$737,622	\$58.96	\$553,217 - \$604,850
25	Gresham-Glisan	\$44,155.8	\$30,228.8	\$8,942.9	\$8,258.0	\$91,585.5	\$22,690.2	\$114,275.7	\$457,103	\$58.72	\$342,827 - \$374,824
26	Stark	\$133,286.9	\$82,733.2	\$20,677.7	\$19,268.7	\$255,966.6	\$63,416.6	\$319,383.2	\$1,277,528	\$51.67	\$958,148 - \$1,047,573
27	Market-Main	\$74,203.3	\$48,671.7	\$17,318.7	\$16,516.1	\$156,709.7	\$38,824.7	\$195,534.4	\$782,138	\$59.46	\$586,603 - \$641,353
28	Lake/Webster	\$78,859.7	\$42,743.9	\$16,516.1	\$15,871.2	\$154,871.2	\$39,369.2	\$193,240.4	\$772,962	\$55.35	\$579,721 - \$633,829
31	Estacada	\$116,590.6	\$110,150.3	\$24,080.4	\$22,021.4	\$272,812.6	\$67,589.1	\$340,401.7	\$1,361,607	\$62.56	\$1,021,205 - \$1,116,517
32	Oatfield	\$100,328.0	\$64,258.5	\$19,543.5	\$19,268.7	\$203,398.8	\$50,391.8	\$253,790.6	\$1,015,183	\$55.98	\$761,372 - \$832,433
33	McLoughlin	\$137,293.2	\$104,548.7	\$28,006.5	\$24,774.1	\$294,620.5	\$72,991.9	\$367,612.5	\$1,470,450	\$57.57	\$1,102,837 - \$1,205,789
34	River Road	\$30,876.7	\$22,395.1	\$5,605.4	\$5,361.1	\$54,361.1	\$15,945.4	\$70,306.4	\$281,226	\$55.60	\$240,919 - \$263,405
35	Oregon City	\$106,084.0	\$80,510.2	\$20,677.7	\$19,268.7	\$226,540.7	\$56,125.2	\$282,665.9	\$1,130,664	\$56.37	\$847,998 - \$927,144
36	South Shore	\$40,862.5	\$30,448.0	\$11,167.7	\$11,010.7	\$93,488.9	\$23,161.8	\$116,650.7	\$466,603	\$63.43	\$349,952 - \$382,614
37	Tualatin	\$25,060.6	\$27,595.5	\$8,375.8	\$8,258.0	\$69,290.0	\$17,166.5	\$86,456.5	\$345,826	\$78.68	\$259,369 - \$283,577
38	Boones Ferry Road	\$32,929.5	\$30,204.4	\$8,375.8	\$8,258.0	\$79,767.7	\$19,762.4	\$99,530.0	\$398,120	\$66.89	\$298,590 - \$326,458
39	Lewis & Clark	\$27,841.4	\$16,251.7	\$6,151.0	\$5,505.4	\$55,749.4	\$13,811.9	\$69,561.3	\$278,245	\$53.37	\$208,684 - \$228,161
40	Johns Landing	\$174,573.1	\$97,543.7	\$29,184.4	\$24,774.1	\$326,075.2	\$80,784.8	\$406,860.0	\$1,627,440	\$50.81	\$1,220,580 - \$1,334,501
41	PCC/Fremont	\$267,582.4	\$144,025.1	\$36,949.4	\$33,032.1	\$481,569.1	\$119,308.3	\$600,877.3	\$2,403,509	\$47.88	\$1,802,832 - \$1,970,878
43	Taylor's Ferry	\$85,883.4	\$40,259.2	\$13,523.4	\$11,010.7	\$130,676.7	\$32,375.0	\$162,051.7	\$652,207	\$52.93	\$489,155 - \$534,809
45	Garden Home	\$83,358.4	\$52,254.3	\$16,315.3	\$13,783.4	\$166,091.5	\$41,049.9	\$207,141.4	\$826,966	\$53.93	\$620,224 - \$678,112
51	Council Crest	\$45,696.0	\$19,779.9	\$8,942.9	\$8,258.0	\$82,676.9	\$20,483.1	\$103,160.0	\$412,640	\$50.15	\$309,480 - \$338,385
52	Farmington/185th	\$77,986.7	\$51,092.1	\$12,345.5	\$11,010.7	\$152,434.1	\$37,785.4	\$190,199.5	\$760,798	\$52.99	\$570,598 - \$623,854
54	BH Highway	\$96,101.9	\$53,749.9	\$19,107.2	\$16,516.1	\$155,475.1	\$45,951.3	\$201,426.4	\$821,426.4	\$51.71	\$694,279 - \$768,079
55	Raleigh Hills	\$36,372.1	\$22,244.7	\$11,167.7	\$11,010.7	\$80,795.3	\$20,016.9	\$100,812.2	\$403,249	\$62.47	\$302,437 - \$330,664
56	Scholls Ferry	\$87,786.3	\$59,593.5	\$17,929.4	\$16,516.1	\$181,807.2	\$45,042.6	\$226,849.8	\$907,399	\$55.19	\$680,549 - \$744,067
57	Forest Grove	\$324,714.3	\$238,036.0	\$59,979.4	\$49,548.2	\$671,277.9	\$166,308.4	\$837,586.3	\$3,350,345	\$55.73	\$2,512,769 - \$2,747,283
59	Cedar Hills	\$107,656.3	\$67,594.8	\$20,677.7	\$19,268.7	\$215,199.5	\$53,315.5	\$268,515.0	\$1,074,060	\$53.79	\$805,545 - \$880,729
60	Leahy Road	\$15,010.7	\$10,324.8	\$3,375.8	\$3,258.0	\$41,969.3	\$10,397.9	\$52,367.2	\$209,469	\$88.62	\$157,101 - \$171,764
63	Washington Park	\$22,075.7	\$9,311.1	\$3,969.8	\$2,752.7	\$38,109.3	\$9,441.5	\$47,550.8	\$190,203	\$44.34	\$142,653 - \$155,967
67	Beaverton-Cedar Hills	\$88,040.3	\$48,023.2	\$16,882.4	\$13,783.4	\$186,709.2	\$41,302.0	\$228,011.3	\$832,045	\$50.93	\$624,034 - \$682,277
70	12th Avenue	\$159,545.3	\$73,398.5	\$24,211.2	\$19,268.7	\$276,423.8	\$68,483.7	\$344,907.5	\$1,379,630	\$46.52	\$1,034,722 - \$1,131,297
71	60th-122nd Avenue	\$308,528.2	\$202,783.4	\$45,543.3	\$35,784.8	\$590,639.7	\$146,330.4	\$736,970.1	\$2,947,880	\$51.77	\$2,210,910 - \$2,417,262
72	82nd-Killingsworth	\$338,681.2	\$198,498.8	\$42,227.9	\$33,032.1	\$613,440.0	\$151,979.1	\$765,419.1	\$3,061,677	\$48.64	\$2,296,267 - \$2,510,575
75	39th-Lombard	\$409,308.2	\$247,489.3	\$53,003.0	\$41,290.2	\$751,088.7	\$186,081.5	\$937,170.2	\$3,748,881	\$49.61	\$2,811,511 - \$3,073,918
77	Broadway-Lovejoy	\$202,997.8	\$88,076.7	\$25,825.3	\$22,021.4	\$336,921.3	\$83,967.4	\$420,888.7	\$1,691,555	\$44.49	\$1,268,686 - \$1,387,075
78	Beaverton-Lake Oswego	\$116,712.6	\$75,082.4	\$18,496.5	\$16,516.1	\$226,807.6	\$56,191.4	\$282,999.0	\$1,131,996	\$52.45	\$848,997 - \$928,237
79	Canby	\$43,930.6	\$33,558.7	\$6,761.7	\$5,505.4	\$89,766.3	\$22,237.0	\$111,993.4	\$447,974	\$55.55	\$335,980 - \$367,338
81	Rockwood-Gresham	\$27,241.7	\$16,841.4	\$5,583.9	\$5,505.4	\$55,172.3	\$13,668.9	\$68,841.1	\$275,365	\$56.37	\$208,523 - \$225,799
83	Hollywood	\$18,721.3	\$5,263.8	\$2,752.7	\$2,752.7	\$27,529.8	\$6,820.6	\$34,350.3	\$137,401	\$43.93	\$103,051 - \$112,669
84	Sandy-Boring	\$11,226.0	\$15,409.3	\$2,791.9	\$2,752.7	\$32,179.8	\$7,972.5	\$40,152.3	\$160,609	\$77.14	\$120,457 - \$131,700
88	SW 198th Avenue	\$35,837.5	\$31,137.4	\$11,167.7	\$11,010.7	\$89,153.3	\$22,087.7	\$111,241.0	\$444,964	\$89.99	\$333,723 - \$364,870
89	Rock Creek	\$40,841.1	\$31,590.3	\$13,959.8	\$13,783.4	\$100,154.4	\$24,813.2	\$124,967.6	\$499,870	\$68.59	\$374,903 - \$409,894
96	Wilsonville-Tualatin	\$41,397.1	\$45,138.1	\$11,167.7	\$11,010.7	\$108,713.5	\$26,933.7	\$135,647.2	\$542,589	\$72.63	\$406,942 - \$444,923
		\$8,019,187	\$4,725,272	\$1,308,192	\$1,134,103	\$16,166,754	\$3,762,603	\$18,949,257	\$75,797,030	\$51.38	\$56,847,772 - \$62,153,564

### A. Range of Savings from Contracted Services

Maximum:

Minus  
Administrative  
Costs

## Tri-Met Cost Savings with Full Maintenance Savings

\$32.26

Private Sector Costs\*  
(Range)

\$17.45 - 20.32

\$12.00 - 15.00

\$9.30 - 12.30

**Minimum:**

### Tri-Met Cost Savings w/o Full Maintenance Savings

**\$29.72**

**Private Sector Costs\***  
**(Range)**

\$17.45 - 20.32

\$ 9.42 - 12.40

\$8.50 - 12.12

Likely:

**Tri-Met  
Private Sector**

**\$30.00**

20.00

**\$10.00**

**\$7.30**

**B. Tri-Met Administration Costs per Platform Hour (First Year Costs)**

**Manager:**  $\$37,000 * 1.4 = \$51,940$

Analyst:  $\$30,000 * 1.4 = \underline{42,000}$

$\$93,946 \div 34,684$  annual platform hours

**\$2.70/platform hour**

C. FY88 Tri-Met System Operating Costs Per Hour = \$48.46

\*Based on current contracts with private providers.

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE	)	RESOLUTION NO. 92-1667
FY 1993 TO POST 1996 TRANSPORTATION	)	
IMPROVEMENT PROGRAM AND THE FY 1993	)	Introduced by Rena Cusma
ANNUAL ELEMENT	)	Executive Officer

WHEREAS, Projects using federal funds must be specified in the Transportation Improvement Program by the fiscal year in which obligation of those funds is to take place; and

WHEREAS, In accordance with the Metropolitan Service District-Southwest Washington Regional Transportation Council (formerly Intergovernmental Resource Center of Clark County) Memorandum of Agreement, the Transportation Improvement Program has been submitted to the Southwest Washington Regional Transportation Council for review and comment; and

WHEREAS, The Metropolitan Service District must certify compliance with the proposed policy on private enterprise participation in the Federal Transit Administration Program; and

WHEREAS, The Metropolitan Service District must evaluate the program of transit projects included in the Transportation Improvement Program to ensure financial capacity to fund the capital improvements; and

WHEREAS, Some 1992 Annual Element projects may not be obligated by the end of FY 1992 and the exact time for their obligation is indeterminate; now, therefore,

BE IT RESOLVED:

1. That the Council of the Metropolitan Service District adopts the FY 1993 Transportation Improvement Program for the urban area as contained in the attachment to this Resolution



marked Exhibit A.

2. That projects that are not obligated by September 30, 1992 be automatically reprogrammed for FY 1993 for all funding sources.

3. That the Council of the Metropolitan Service District allows funds to be transferred among projects consistent with the Transportation Improvement Program Project Management Guidelines adopted by Resolution No. 85-592.

4. That the Transportation Improvement Program is in conformance with the Regional Transportation Plan, Clean Air Act Amendments of 1990 and the Interim Conformity Guidelines and the 1982 Air Quality State Implementation Plan (Ozone and Carbon Monoxide) and that the planning process meets all requirements of Title 23 -- Highways and Title 49 -- Transportation of the Code of Federal Regulations.

5. That the Council of the Metropolitan Service District finds that Tri-Met has complied with the requirements of the region's Private Enterprise Participation Policy, adopted in August 1987. Documentation is shown in the Attachment to the Staff Report.

6. That the Council of the Metropolitan Service District finds sufficient financial capacity, as certified by Tri-Met and as demonstrated in the adopted Transit Development Plan, to complete the projects programmed for FY 1993 and incorporated in the Transportation Improvement Program.

7. That the Council of the Metropolitan Service District hereby finds the projects in accordance with the Regional

Transportation Plan and, hereby, gives affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_ day of \_\_\_\_\_, 1992.

Jim Gardner, Presiding Officer

BP:lmk  
92-1667.RES  
9-8-92

Exhibit A

TRANSPORTATION IMPROVEMENT PROGRAM

Proposed Program for Fiscal Years 1993 to Post 1996

Effective October 1, 1992

D R A F T

August 21, 1992

Metropolitan Service District

Interstate Transfer Programs

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year  
Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Category I Projects

***1 Finalized Vouchered Projects*****0 0000000*00000*****CLOSED									
Pre Eng	347,648	0	0	0	0	0	0	347,648	
Rt-of-Way	1,339,429	0	0	0	0	0	0	1,339,429	
Constr	5,879,244	0	0	0	0	0	0	5,879,244	
Non-Hwy Cp	0	0	0	0	0	0	0	0	
Operating	155,015	0	0	0	0	0	0	155,015	
Reserve	0	0	0	0	0	0	0	0	
Sys Study	0	0	0	0	0	0	0	0	
Pre AA	0	0	0	0	0	0	0	0	
Total	7,721,336	0	0	0	0	0	0	7,721,336	
***2 RESERVE FOR OREGON DEPARTMENT OF TRANSPORTATION (ODOT)*****107 *00-000***00000*VARvar**na*****0****									
Reserve	0	0	0	0	0	0	884,986	884,986	
Total	0	0	0	0	0	0	884,986	884,986	
***3 BANFIELD TRANSITWAY - HIGHWAY FUNDS*****115 *80-900***00000*FAP68***2*****0****									
Pre Eng	5,506,103	26,482	0	0	0	0	191	5,532,776	
Rt-of-Way	7,929,650	0	0	0	0	0	0	7,929,650	
Constr	14,151,927	-34,032	0	0	0	0	0	14,117,895	
Total	27,587,680	-7,550	0	0	0	0	191	27,580,321	
***4 BANFIELD TRANSITWAY - TRANSIT FUNDS(T)*****116 *80-900***00000*TRA68***2*****0****									
Pre Eng	10,956,546	0	0	0	0	0	0	10,956,546	
Rt-of-Way	13,371,853	0	0	0	0	0	0	13,371,853	
Constr	120,384,576	0	0	0	0	0	0	120,384,576	
Total	144,712,975	0	0	0	0	0	0	144,712,975	
***5 METRO SYSTEM PLANNING - W/S CORRIDOR(T)*****117 *10013***00697*TRAvar**na*****0****									
Pre Eng	2,194,266	0	0	0	0	0	0	2,194,266	
Total	2,194,266	0	0	0	0	0	0	2,194,266	
***6 BANFIELD TRANSITWAY - METRO PLANNING(T)*****118 *80-404***00000*TRAvar**2*****0****									
Pre Eng	300,050	0	0	0	0	0	0	300,050	
Total	300,050	0	0	0	0	0	0	300,050	
***7 TRI-MET TECHNICAL STUDY - 5 WORK ELEMENTS(T)*****120 *80-404***00000*TRAvar**na*****0****									
Pre Eng	428,000	0	0	0	0	0	0	428,000	
Total	428,000	0	0	0	0	0	0	428,000	
***8 METRO PLANNING*****126 *80-404***00000*VARvar**na*****0****									
Pre Eng	2,314,004	49,495	0	0	0	0	0	2,363,499	
Total	2,314,004	49,495	0	0	0	0	0	2,363,499	
***9 MCLOUGHLIN CORRIDOR - ML KING/GRAND AVE VIADUCT TO SE RIVER ROAD*****127 *77-159***00346*FAP26***1E*****4****									
Pre Eng	1,497,579	920,721	0	0	0	0	0	2,418,300	
Total	1,497,579	920,721	0	0	0	0	0	2,418,300	
***10 MCLOUGHLIN BOULEVARD LRT ALTERNATIVES ANALYSIS AND DEIS(T)*****128 *00-000***00000*FAP26***1E*****0****									
Alt Anal	0	0	0	987,950	0	0	0	987,950	
Total	0	0	0	987,950	0	0	0	987,950	
***11 MCLOUGHLIN BOULEVARD SOUTHEAST CORRIDOR STUDY(T)*****130 *00-000***00000*TRA26***1E*****0****									
Pre Eng	100,000	0	0	0	0	0	0	100,000	
Total	100,000	0	0	0	0	0	0	100,000	
***12 MCLOUGHLIN BLVD PHASE I - TACOMA OVERPASS AND HARRISON/RIVER RD*****134 *77-159a**04872*FAP26***1E*****4****									
Rt-of-Way	8,296,000	394,825	0	0	0	0	0	8,690,825	
Total	8,296,000	394,825	0	0	0	0	0	8,690,825	
***13 MCLOUGHLIN BLVD PHASE II - TACOMA TO HIGHWAY 224*****136 *77-159b**04873*FAP26***1E*****5****									
Constr	9,675,867	224,133	0	0	0	0	0	9,900,000	
Total	9,675,867	224,133	0	0	0	0	0	9,900,000	
***14 POWELL BLVD - 52ND AVE TO 92ND AVE - SECTION II*****164 *76-012***00113*FAP24***26*****4****									
Pre Eng	515,641	0	0	0	0	0	0	515,641	
Rt-of-Way	6,697,690	0	0	0	0	0	0	6,697,690	
Constr	4,020,853	0	0	0	0	0	0	4,020,853	
Total	11,234,184	0	0	0	0	0	0	11,234,184	

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Annual Element Year

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Interstate Transfer Program

Effective October 1, 1992

Project Description

Estimated Expenditures by Federal Fiscal Year  
Obligated      1992      1993      1994      1995      1996      Post 1996      Authorized

Category I Projects  
(Continued)

<b>**15 YEON/ VAUGHN/ NICOLAI/ WARDWAY AND ST HELENS ROAD RECONSTRUCTION*****269 *79-038***00129*VARvar**726*****0****</b>								
Pre Eng	1,985,482	0	0	0	0	0	0	1,985,482
Reserve	0	0	0	0	0	0	251,504	251,504
Total	1,985,482	0	0	0	0	0	251,504	2,236,986
<b>**16 BANFIELD LRT STATION AREA PLANNING PROGRAM(T)*****290 *80-900***01534*TRA68***2*****0****</b>								
Pre Eng	1,028,075	0	0	0	0	0	0	1,028,075
Total	1,028,075	0	0	0	0	0	0	1,028,075
<b>**17 TRI-MET RIDESHARE PROGRAM*****295 *80-313***02151*VARvar**na*****0****</b>								
Operating	1,704,433	0	103,578	0	0	0	0	1,808,011
Total	1,704,433	0	103,578	0	0	0	0	1,808,011
<b>**18 PORTLAND/ VANCOUVER CORRIDOR ANALYSIS...BI-STATE TASK FORCE(T)*****310 *80-032***00000*TRAvar**726*****0****</b>								
Pre Eng	72,311	0	0	0	0	0	0	72,311
Total	72,311	0	0	0	0	0	0	72,311
<b>**19 CONVENTION CENTER AREA TRANSIT / HIGHWAY IMPROVEMENTS(T)*****383 *00-000***00000*TRAvar**726*****0****</b>								
Pre Eng	100,000	0	0	0	0	0	0	100,000
Total	100,000	0	0	0	0	0	0	100,000
<b>**20 METRO TECHNICAL ASSISTANCE*****440 *80-404***00000*VARvar**na*****0****</b>								
Operating	65,878	36,000	0	0	0	0	0	101,878
Total	65,878	36,000	0	0	0	0	0	101,878
<b>**21 MCLOUGHLIN CORRIDOR TRANSIT ANALYSIS(T)*****588 *00-000***00000*TRA26***1E*****0****</b>								
Pre Eng	130,855	0	0	0	0	0	0	130,855
Total	130,855	0	0	0	0	0	0	130,855
<b>**22 LIGHT RAIL VEHICLE PURCHASE (T)*****695 *00-000***00000*OR*var**na*****0****</b>								
Non-Hwy Cp	2,863,490	0	0	0	0	0	0	2,863,490
Total	2,863,490	0	0	0	0	0	0	2,863,490
<b>**23 NW NICOLAI ST - NW 29TH TO NW 24TH*****731 *79-038***00129*FAU9302*726*****0****</b>								
Rt-of-Way	39,063	0	0	0	0	0	0	39,063
Constr	2,173,166	0	0	0	0	0	0	2,173,166
Total	2,212,229	0	0	0	0	0	0	2,212,229
<b>**24 NW YEON AVE - NW ST HELENS RD TO NW NICOLAI*****733 *79-038***00364*FAP1***2W*****0****</b>								
Rt-of-Way	760,217	242,855	0	0	0	0	0	1,003,072
Constr	9,844,232	-4,060	0	0	0	0	0	9,840,172
Reserve	0	0	0	0	0	0	1,406,487	1,406,487
Total	10,604,449	238,795	0	0	0	0	1,406,487	12,249,731
<b>**25 NW ST HELENS RD - NW KITTRIDGE TO NW 31ST AVE*****734 *79-038***00367*FAU9296*726*****4****</b>								
Rt-of-Way	150,552	0	0	0	0	0	0	150,552
Constr	1,679,640	0	0	0	0	0	0	1,679,640
Reserve	0	0	0	0	0	0	43,998	43,998
Total	1,830,192	0	0	0	0	0	43,998	1,874,190
<b>**26 VAUGHN ST / WARDWAY - NW 31ST AVE TO NW 24TH AVE*****735 *79-038***00387*FAU9296*726*****3****</b>								
Constr	1,001,675	0	0	0	0	0	0	1,001,675
Total	1,001,675	0	0	0	0	0	0	1,001,675
<b>**27 FRONT - YEON CONNECTION*****738 *79-038***00586*FAU9300*726*****0****</b>								
Rt-of-Way	1,003,071	0	0	0	0	0	0	1,003,071
Constr	4,444,932	169,990	0	0	0	0	0	4,614,922
Reserve	0	0	0	0	0	0	68,260	68,260
Total	5,448,003	169,990	0	0	0	0	68,260	5,686,253
<b>**28 REGIONAL RESERVE*****755 *00-000***00000*VARvar**na*****0****</b>								
Reserve	0	0	0	0	0	0	11,802	11,802
Total	0	0	0	0	0	0	11,802	11,802
<b>**29 PHASE I ALTERNATIVES ANALYSIS(T)*****765 *80-404***00000*TRAvar**na*****0****</b>								
Pre Eng	250,000	0	0	0	0	0	0	250,000
Total	250,000	0	0	0	0	0	0	250,000
<b>**30 BANFIELD TRAFFIC MONITORING PROGRAM*****771 *10183***01806*FAP68***2*****0****</b>								
Constr	108,963	74,496	0	0	0	0	0	183,459
Total	108,963	74,496	0	0	0	0	0	183,459

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Category I Projects  
(Continued)

**31 SUNSET LIGHT RAIL PROGRAM(T)*****773 *10033***00000*TRA27***47*****0****								
Pre Eng	500,004	0	0	0	0	0	0	500,004
Total	500,004	0	0	0	0	0	0	500,004
**32 NW TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM*****802 *84-016***02358*VARvar**726*****0****								
Pre Eng	81,537	60,498	0	0	0	0	0	142,035
Total	81,537	60,498	0	0	0	0	0	142,035
**33 TRANSIT MALL EXTENSION NORTH - W BURNSIDE ST TO NW IRVING*****822 *91-009***06356*FAU9341*726*****0****								
Pre Eng	270,300	40,900	0	0	0	0	0	311,200
Constr	0	2,876,300	0	0	0	0	0	2,876,300
Total	270,300	2,917,200	0	0	0	0	0	3,187,500
**34 SUNSET HIGHWAY RAMP METERING*****827 *10231***02235*FAP27***47*****67****								
Pre Eng	32,848	7,152	0	0	0	0	0	40,000
Constr	358,250	25	371,725	0	0	0	0	730,000
Total	391,098	7,177	371,725	0	0	0	0	770,000
**35 TRI-MET RESERVE ACCOUNT*****903 *00-000***00000***var**na*****0****								
Reserve	0	0	0	0	0	0	3,000,000	3,000,000
Total	0	0	0	0	0	0	3,000,000	3,000,000
**36 I-205 BUSLANES WITHDRAWAL RESERVE(T)*****907 *00-000***00000*TRA205**64*****18****								
Reserve	0	0	0	0	0	0	15,941,283	15,941,283
Total	0	0	0	0	0	0	15,941,283	15,941,283
**37 I-205/MILWAUKIE PRELIMINARY ALTERNATIVE ANALYSES(T)*****939 *00-000***00000*OR*29-90na*****9****								
Pre AA	997,050	0	0	0	0	0	0	997,050
Total	997,050	0	0	0	0	0	0	997,050
Total Category I								
	247,707,965	5,085,780	475,303	987,950	0	0	21,608,511	275,865,509

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Annual Element Year

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City of Portland Projects

**38 Finalaed Vouchered Projects*****0 0000000*00000*****								
Pre Eng	1,246,823	0	0	0	0	0	0	1,246,823
Rt-of-Way	1,111,410	- 1	0	0	0	0	0	1,111,409
Constr	24,613,209	0	0	0	0	0	0	24,613,209
Reserve	0	0	0	0	0	0	0	0
Total	26,971,442	- 1	0	0	0	0	0	26,971,441
**39 N COLUMBIA BLVD - 0.25 MI W OF TERMINAL RD TO W OSWEGO AVE*****9 *75-019***01690*FAU9956*123*****0****								
Rt-of-Way	327,636	0	0	0	0	0	0	327,636
Constr	2,857,047	0	0	0	0	0	0	2,857,047
Total	3,184,683	0	0	0	0	0	0	3,184,683
**40 I-5 - GREELEY/I-5 CONNECTION - LANDSCAPING*****21 *76-009***00305*FAUvar**726*****0****								
Constr	93,668	0	0	0	0	0	0	93,668
Total	93,668	0	0	0	0	0	0	93,668
**41 HOLLYWOOD DISTRICT IMPROVEMENTS/NE SANDY BLVD - 37TH TO 47TH*****28 *79-071***00115*FAU9326*59*****2****								
Pre Eng	306,967	0	0	0	0	0	0	306,967
Rt-of-Way	197,304	0	0	0	0	0	0	197,304
Constr	2,610,577	0	0	0	0	0	0	2,610,577
Total	3,114,848	0	0	0	0	0	0	3,114,848
**42 ARTERIAL STREET 3R PROGRAM*****43 *10050***01568*VARvar**726*****0****								
Pre Eng	214,832	0	0	0	0	0	0	214,832
Constr	5,800,526	0	0	0	0	0	0	5,800,526
Total	6,015,358	0	0	0	0	0	0	6,015,358
**43 MCLOUGHLIN NEIGHBORHOOD TRAFFIC CIRCULATION*****153 *80-081***02345*VARvar**726*****0****								
Pre Eng	19,000	27,530	0	0	0	0	0	46,530
Constr	0	100,980	0	0	0	0	0	100,980
Total	19,000	128,510	0	0	0	0	0	147,510
**44 SE DIVISION CORRIDOR - DIVISION/CLINTON/HARRISON*****189 *78-069***00389*FAU9800*726*****0****								
Pre Eng	23,139	0	0	0	0	0	0	23,139
Total	23,139	0	0	0	0	0	0	23,139
**45 SW BROADWAY - SW 4TH TO SW 6TH*****200 *10092***00582*FAU9345*726*****0****								
Pre Eng	98,012	0	0	0	0	0	0	98,012
Constr	403,933	14,311	0	0	0	0	-1,554	416,690
Total	501,945	14,311	0	0	0	0	-1,554	514,702
**46 BEAVERTON HILLSDALE HWY( OR10) - CAPITOL HWY TO SCHOLLS FY RD*****243 *78-050***00383*FAU9228*40*****3****								
Pre Eng	298,044	0	0	0	0	0	0	298,044
Rt-of-Way	476,620	740	0	0	0	0	-740	476,620
Constr	1,668,241	3,478	0	0	0	0	0	1,671,719
Total	2,442,905	4,218	0	0	0	0	-740	2,446,383
**47 ST HELENS ROAD RECONSTRUCTION - WEST CITY LIMITS TO NW KITTRIDGE*****271 *79-067***02107*FAP1****2W*****5****								
Pre Eng	62,165	0	0	0	0	0	0	62,165
Constr	161,565	26,270	0	0	0	0	0	187,835
Total	223,730	26,270	0	0	0	0	0	250,000
**48 W BURNSIDE ROAD/ TICHNER DRIVE INTERSECTION IMPROVEMENT*****282 *79-058***00000*FAU9326*59*****0****								
Pre Eng	27,972	0	0	0	0	0	0	27,972
Rt-of-Way	69,820	0	0	0	0	0	0	69,820
Constr	464,840	0	0	0	0	0	0	464,840
Total	562,632	0	0	0	0	0	0	562,632
**49 NORTHWEST PORTLAND TRANSPORTATION STUDY*****285 *79-035***01088*VARvar**726*****0****								
Pre Eng	28,804	0	0	0	0	0	-2,007	26,797
Total	28,804	0	0	0	0	0	-2,007	26,797
**50 NW FRONT AVENUE RECONSTRUCTION - NW GLISAN TO NW 26TH AVE*****286 *80-006***00588*FAU9300*726*****0****								
Pre Eng	243,537	0	0	0	0	0	0	243,537
Rt-of-Way	113,373	0	0	0	0	0	0	113,373
Constr	4,200,481	0	0	0	0	0	0	4,200,481
Total	4,557,391	0	0	0	0	0	0	4,557,391

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Annual Element Year



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City of Portland Projects  
(Continued)

<b>**51 MARINE DRIVE WIDENING TO FOUR LANES - I-5 TO RIVERGATE*****298 *79-056***00458*FAU9962*120*****2****</b>							
Pre Eng	1,742,976	650,498	0	0	0	0	2,393,474
Rt-of-Way	5,525,000	0	0	0	0	-2,550,000	2,975,000
Constr	3,680,818	0	1,720,200	0	0	0	5,401,018
Total	10,948,794	650,498	1,720,200	0	0	-2,550,000	10,769,492
<b>**52 NE PORTLAND HWY IMPROVEMENT TO FOUR LANES - NE 60TH AVE TO I-205*****301 *79-055***00881*FAU9966*123*****9****</b>							
Pre Eng	298,577	0	0	0	0	0	298,577
Rt-of-Way	225,649	0	0	0	0	0	225,649
Constr	2,651,998	0	0	0	0	-134,488	2,517,510
Total	3,176,224	0	0	0	0	-134,488	3,041,736
<b>**53 SW TERWILLIGER BLVD - BARBUR BLVD TO TAYLORS FERRY RD*****309 *80-015***00709*FAU9361*726*****0****</b>							
Pre Eng	546,668	0	0	0	0	-20,000	526,668
Rt-of-Way	23,477	0	0	0	0	-23,477	0
Constr	1,349,321	191,267	0	0	0	0	1,540,588
Total	1,919,466	191,267	0	0	0	-43,477	2,067,256
<b>**54 CONVENTION CENTER AREA TRANSIT / HIGHWAY IMPROVEMENTS (T)*****383 *00-000***00000*TRAvAr**726*****0****</b>							
Reserve	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
<b>**55 SW BERTHA BLVD - SW VERMONT TO BARBUR BLVD*****515 *84-078***02535*FAU9420*726*****0****</b>							
Pre Eng	183,880	0	0	0	0	0	183,880
Rt-of-Way	16,150	0	0	0	0	-4,905	11,245
Constr	1,334,549	-27,204	0	0	0	0	1,307,345
Total	1,534,579	-27,204	0	0	0	-4,905	1,502,470
<b>**56 82ND AVENUE - SISKIYOU TO BROADWAY*****551 *79-049a**00732*FAU9713*68*****0****</b>							
Pre Eng	46,546	0	0	0	0	0	46,546
Constr	201,357	0	0	0	0	0	201,357
Total	247,903	0	0	0	0	0	247,903
<b>**57 NW 23RD AVE / BURNSIDE*****626 *10093***00733*FAU9326*726*****0****</b>							
Pre Eng	95,624	56,258	0	0	0	0	151,882
Rt-of-Way	192,100	0	0	0	0	0	192,100
Constr	0	0	480,386	0	0	0	480,386
Total	287,724	56,258	480,386	0	0	0	824,368
<b>**58 NW 21ST/22ND - THURMAN TO FRONT*****630 *10126***00743*FAU9317*726*****0****</b>							
Pre Eng	112,710	0	0	0	0	-58,480	54,230
Total	112,710	0	0	0	0	-58,480	54,230
<b>**59 NW INTERSECTION IMPROVEMENTS - 22 LOCATIONS*****631 *10017***00545*VARvar**726*****0****</b>							
Pre Eng	33,000	68,285	0	0	0	0	101,285
Constr	126,270	118,590	0	0	0	0	244,860
Total	159,270	186,875	0	0	0	0	346,145
<b>**60 CITYWIDE SIGNAL SYSTEM ANALYSIS*****660 *89-027***05128*VARvar**726*****0****</b>							
Pre Eng	1,039,873	0	0	0	0	0	1,039,873
Constr	2,841,830	32,670	0	0	0	0	2,874,500
Total	3,881,703	32,670	0	0	0	0	3,914,373
<b>**61 CBD TRAFFIC SIGNAL REPLACEMENTS UNIT B - BANFIELD LRT CORRIDOR*****662 *84-091***00000*VARvar**2*****0****</b>							
Pre Eng	110,276	0	0	0	0	0	110,276
Constr	1,077,626	0	0	0	0	0	1,077,626
Total	1,187,902	0	0	0	0	0	1,187,902
<b>**62 COLUMBIA BLVD - DELAWARE TO CHAUTAUQUA ARKINGS*****712 *10131***00768*FAU9956*726*****0****</b>							
Pre Eng	118,150	0	0	0	0	0	118,150
Total	118,150	0	0	0	0	0	118,150
<b>**63 NORTHWEST RIDESHARE*****723 *10090***00000*VARvar**726*****0****</b>							
Operating	32,519	0	0	0	0	0	32,519
Total	32,519	0	0	0	0	0	32,519
<b>**64 BANFIELD FIRE LINE*****724 *80-900***00000*FAP68**2*****0****</b>							
Pre Eng	15,842	0	0	0	0	0	15,842
Total	15,842	0	0	0	0	0	15,842

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City of Portland Projects (Continued)								
**65 SW VERMONT STREET - 30TH AVENUE TO OLESON ROAD*****726 *10133***02013*FAU9398*726*****0****								
Pre Eng	208,930	0	0	0	0	0	-89,715	119,215
Total	208,930	0	0	0	0	0	-89,715	119,215
**66 MARQUAM RAMP ST IMPROVEMENTS - SE WATER, YAMHILL, TAYLOR, CLAY*****727 *10132***01412*FAU9366*726*****0****								
Pre Eng	102,834	0	0	0	0	0	0	102,834
Constr	876,076	0	0	0	0	0	-3,110	872,966
Total	978,910	0	0	0	0	0	-3,110	975,800
**67 82ND AVENUE - DIVISION TO CRYSTAL SPRINGS - UNITS 1 & 2*****730 *79-049b**00700*FAU9713*68*****4****								
Pre Eng	623,209	-137,732	0	0	0	0	-6,835	478,642
Rt-of-Way	2,125,000	0	0	0	0	0	-1,312,835	812,165
Constr	1,094,143	137,732	0	0	0	0	0	1,231,875
Total	3,842,352	0	0	0	0	0	-1,319,670	2,522,682
**68 NW FRONT AVE - GLISAN TO COUCH ( EVERETT-FRONT CONNECTOR )*****751 *10140***01250*FAU9300*726*****0****								
Pre Eng	291,123	0	0	0	0	0	-23,440	267,683
Constr	2,024,513	0	0	0	0	0	0	2,024,513
Total	2,315,636	0	0	0	0	0	-23,440	2,292,196
**69 N VANCOUVER WAY - ML KING AVENUE TO MARINE DRIVE*****762 *10149***01555*FAU9960*726*****0****								
Pre Eng	239,869	0	0	0	0	0	0	239,869
Rt-of-Way	0	0	0	0	0	0	0	0
Constr	2,470,712	0	0	0	0	0	0	2,470,712
Total	2,710,581	0	0	0	0	0	0	2,710,581
**70 BANFIELD FREEWAY - CITY BRIDGE REPAIR WORK*****808 *80-900***00000*FAI84***2*****0****								
Constr	149,405	0	0	0	0	0	0	149,405
Total	149,405	0	0	0	0	0	0	149,405
**71 SIGNAL MODIFICATIONS (3) - NORTH PORTLAND*****840 *84-001***02362*VARvar**726*****0****								
Pre Eng	53,850	0	0	0	0	0	-4,493	49,357
Total	53,850	0	0	0	0	0	-4,493	49,357
**72 NEW CBD TRAFFIC SIGNALS (5)*****841 *84-003***02363*VARvar**726*****0****								
Pre Eng	16,543	0	0	0	0	0	0	16,543
Constr	274,050	0	0	0	0	0	0	274,050
Total	290,593	0	0	0	0	0	0	290,593
**73 SIGNAL REPLACEMENTS (22)*****842 *84-002***02364*VARvar**726*****0****								
Pre Eng	32,689	0	0	0	0	0	0	32,689
Constr	680,957	0	0	0	0	0	-300	680,657
Total	713,646	0	0	0	0	0	-300	713,346
**74 NE HOLLADAY LRT TRAFFIC SIGNALS*****847 *84-092***00000*FAU9903*726*****0****								
Constr	422,546	0	0	0	0	0	0	422,546
Total	422,546	0	0	0	0	0	0	422,546
**75 NE LOMBARD / COLUMBIA BLVD VIA NE 60TH AVENUE*****854 *80-011***00835*FAU9917*123*****9****								
Pre Eng	212,925	0	0	0	0	0	-80,272	132,653
Total	212,925	0	0	0	0	0	-80,272	132,653
**76 NE GERTZ/13TH - VANCOUVER WAY TO MERRITT/FAZIO*****857 *84-051***02464*FAU9961*726*****0****								
Pre Eng	169,856	0	0	0	0	0	0	169,856
Constr	1,143,101	0	0	0	0	0	-30,961	1,112,140
Total	1,312,957	0	0	0	0	0	-30,961	1,281,996
**77 AIRPORT WAY UNIT DESIGN - I-205 TO 181ST AVE*****858 *84-022***02355*FAU9964*726*****0****								
Pre Eng	1,660,424	-37,362	0	0	0	0	0	1,623,062
Total	1,660,424	-37,362	0	0	0	0	0	1,623,062
**78 AIRPORT WAY EMBANKMENT (2/5)*****859 *84-022b**04112*FAU9964*726*****0****								
Constr	3,012,041	0	0	0	0	0	-555,418	2,456,623
Total	3,012,041	0	0	0	0	0	-555,418	2,456,623
**79 AIRPORT WAY - I-205 TO 138TH AVENUE (1/5)*****860 *84-022a**05001*FAU9964*726*****0****								
Constr	4,383,014	0	0	0	0	0	-124,149	4,258,865
Total	4,383,014	0	0	0	0	0	-124,149	4,258,865

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**80 AIRPORT WAY UNITS II AND III - NE 138TH AVE TO 181ST AVE (5/5)*****861 *84-022a**05002*FAU9964*726*****0****									
Constr	6,559,156	96,900	0	0	0	0	0	0	6,656,056
Pending	0	0	0	0	0	0	0	327,670	327,670
Total	6,559,156	96,900	0	0	0	0	0	327,670	6,983,726
**81 45TH AVENUE - HARNEY TO GLENWOOD*****906 *91-015***06358*FAU9708*726*****0****									
Pre Eng	46,750	3,250	0	0	0	0	0	0	50,000
Total	46,750	3,250	0	0	0	0	0	0	50,000
**82 AIRPORT WAY - THREE STRUCTURES - 158th AVE TO 181ST AVE (3/5)*****918 *84-022c**03384*FAU9964*726*****0****									
Constr	1,762,655	-7,657	0	0	0	0	0	0	1,754,998
Total	1,762,655	-7,657	0	0	0	0	0	0	1,754,998
**83 AIRPORT WAY WETLAND MITIGATION - NE 158TH AVE to 181ST AVE (4/5)*****920 *84-022d**05598*FAU9964*726*****0****									
Constr	0	722,000	0	0	0	0	0	0	722,000
Total	0	722,000	0	0	0	0	0	0	722,000
Total City of Portland									
	101,998,702	2,040,803	2,200,586	0	0	0	0	-4,699,509	101,540,582

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Multnomah County Projects

\*\*84 Finalized Vouchered Projects\*\*\*\*\*0 0000000\*00000\*\*\*\*\*CLOSED

Pre Eng	184,980	0	0	0	0	0	184,980
Rt-of-Way	87,463	0	0	0	0	0	87,463
Constr	5,751,147	0	0	0	0	0	5,751,147
Reserve	0	0	0	0	0	0	0
Sys Study	0	0	0	0	0	0	0
Total	6,023,590	0	0	0	0	0	6,023,590

\*\*85 242ND AVENUE - 23RD STREET TO DIVISION STREET (GRESHAM)\*\*\*\*\*138 \*85-053\*\*\*03687\*FAU9877\*726\*\*\*\*\*0\*\*\*\*

Pre Eng	89,394	0	0	0	0	0	89,394
Constr	554,361	0	0	0	0	0	554,361
Total	643,755	0	0	0	0	0	643,755

\*\*86 257TH AVE IMPROVEMENT & EXTENSION - COLUMBIA HWY TO STARK ST\*\*\*\*\*139 \*80-048\*\*\*00546\*FAU9883\*726\*\*\*\*\*0\*\*\*\*

Pre Eng	193,822	0	0	0	0	0	193,822
Rt-of-Way	752,971	0	0	0	0	0	752,971
Constr	2,325,237	0	0	0	0	0	2,325,237
Reserve	0	0	0	0	0	50,000	50,000
Total	3,272,030	0	0	0	0	50,000	3,322,030

\*\*87 221ST/223RD - POWELL BLVD TO FARISS RD - UNITS 1 & 2\*\*\*\*\*205 \*77-078\*\*\*01688\*FAU9867\*726\*\*\*\*\*0\*\*\*\*

Pre Eng	283,968	0	0	0	0	0	283,968
Rt-of-Way	1,156,670	0	0	0	0	0	1,156,670
Constr	1,879,806	0	0	0	0	0	1,879,806
Reserve	0	0	0	0	0	27,637	27,637
Total	3,320,444	0	0	0	0	27,637	3,348,081

\*\*88 221ST AVENUE - POWELL THROUGH JOHNSON CREEK BRIDGE - (1 & 2)\*\*\*\*\*214 \*78-012\*\*\*00590\*FAU9867\*726\*\*\*\*\*0\*\*\*\*

Pre Eng	274,787	0	0	0	0	0	274,787
Rt-of-Way	248,639	0	0	0	0	0	248,639
Constr	2,275,366	0	0	0	0	0	2,275,366
Reserve	0	0	0	0	0	40,457	40,457
Total	2,798,792	0	0	0	0	40,457	2,839,249

\*\*89 SANDY BLVD CORRIDOR - 99TH AVE TO 162ND AVE\*\*\*\*\*244 \*78-049\*\*\*00118\*FAU9966\*59\*\*\*\*\*11\*\*\*\*

Pre Eng	77,415	0	0	0	0	0	77,415
Rt-of-Way	12,836	-790	0	0	0	0	12,046
Constr	471,623	0	0	0	0	0	471,623
Total	561,874	-790	0	0	0	0	561,084

\*\*90 MT HOOD AT BIRDSDALE ( POWELL/ 190TH INTERSECTION IMPROVEMENT)\*\*\*\*\*293 \*77-064\*\*\*00366\*FAP24\*\*\*26\*\*\*\*\*10\*\*\*\*

Pre Eng	361,918	0	0	0	0	-3,248	358,670
Rt-of-Way	571,693	0	0	0	0	-3,043	568,650
Constr	1,404,287	0	0	0	0	30,540	1,434,827
Total	2,337,898	0	0	0	0	24,249	2,362,147

\*\*91 BURNSIDE ST - STARK TO 223RD AVE (BANFIELD FUNDED: STARK TO 199TH\*\*\*\*\*294 \*76-034\*\*\*00132\*FAU9822\*726\*\*\*\*\*0\*\*\*\*

Rt-of-Way	222,417	0	0	0	0	0	222,417
Constr	1,754,683	0	0	0	0	0	1,754,683
Reserve	0	0	0	0	0	65,269	65,269
Total	1,977,100	0	0	0	0	65,269	2,042,369

\*\*92 US30B - NE PORTLAND HWY AT NE 158TH - SIGNAL/CHANNELIZE\*\*\*\*\*404 \*78-049C\*\*02091\*FAU9966\*123\*\*\*\*\*0\*\*\*\*

Constr	63,452	3,179	0	0	0	0	66,631
Total	63,452	3,179	0	0	0	0	66,631

\*\*93 HAWTHORNE BRIDGE EAST APPROACH RAMP REPLACEMENT (#2757C)\*\*\*\*\*506 \*84-097\*\*\*02914\*FAU9366\*726\*\*\*\*\*0\*\*\*\*

Constr	1,274,078	725,922	0	0	0	0	2,000,000
Total	1,274,078	725,922	0	0	0	0	2,000,000

\*\*94 NORTH MAIN RECONSTRUCTION (GRESHAM) - DIVISION TO POWELL\*\*\*\*\*541 \*88-014\*\*\*04863\*FAU9879\*726\*\*\*\*\*0\*\*\*\*

Constr	47,097	0	0	0	0	0	47,097
Total	47,097	0	0	0	0	0	47,097

\*\*95 SCHOLLS/SKYLINE IMPROVEMENTS - CANYON CT TO RAAB RD (I)\*\*\*\*\*831 \*84-014c\*\*02586\*FAU9235\*726\*\*\*\*\*0\*\*\*\*

Pre Eng	0	54,272	0	0	0	0	54,272
Total	0	54,272	0	0	0	0	54,272

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**96 SE STARK STREET - 242ND AVENUE TO 257TH AVENUE*****837 *10206***02036*FAU9810*726*****0****								
Pre Eng	16,594	0	0	0	0	0	25,906	42,500
Constr	1,306,481	10,039	0	0	0	0	0	1,316,520
Total	1,323,075	10,039	0	0	0	0	25,906	1,359,020
**97 SE STARK STREET - 221ST AVENUE TO 242ND AVENUE*****844 *85-054***03686*FAU9810*726*****0****								
Pre Eng	132,855	0	0	0	0	0	0	132,855
Rt-of-Way	263,500	0	0	0	0	0	0	263,500
Constr	1,366,740	0	0	0	0	0	0	1,366,740
Reserve	0	0	0	0	0	0	127,704	127,704
Total	1,763,095	0	0	0	0	0	127,704	1,890,799
**98 NE SANDY BLVD TO NE GLISAN ST - 223RD CONNECTOR (207TH)*****864 *89-025***05149*FAU9867*726*****0****								
Pre Eng	0	0	0	0	0	0	0	0
Constr	0	0	2,006,207	0	0	0	0	2,006,207
Reserve	0	0	631,374	0	0	0	0	631,374
Total	0	0	2,637,581	0	0	0	0	2,637,581
Total Multnomah County								
	25,406,280	792,622	2,637,581	0	0	0	361,222	29,197,705

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year  
Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Clackamas County Projects

**99 Finald Vouchered Projects*****0 0000000*00000*****								
Pre Eng	311,529	0	0	0	0	0	0	311,529
Rt-of-Way	184,790	0	0	0	0	0	0	184,790
Constr	4,001,053	0	0	0	0	0	0	4,001,053
Reserve	0	0	0	0	0	0	0	0
Pending	0	0	0	0	0	0	0	0
Total	4,497,372	0	0	0	0	0	0	4,497,372
*100 LOWER BOONES FERRY RD - MADRONA TO SW JEAN*****68 *80-104***00677*FAU9473*703*****0****								
Rt-of-Way	616,984	0	0	0	0	0	0	616,984
Constr	456,129	0	0	0	0	0	0	456,129
Total	1,073,113	0	0	0	0	0	0	1,073,113
*101 SUNNYSIDE ROAD - STEVENS ROAD TO 122ND UNIT I*****77 *77-147***00127*FAU9718*703*****0****								
Pre Eng	24,075	0	0	0	0	0	0	24,075
Rt-of-Way	121,950	0	0	0	0	0	43,732	165,682
Constr	338,292	0	0	0	0	0	0	338,292
Total	484,317	0	0	0	0	0	43,732	528,049
*102 HIGHWAY 212 IMPROVEMENTS (I-205 EAST TO HIGHWAY 224)*****124 *77-037***00384*FAP74***171*****0****								
Pre Eng	487,891	0	0	0	0	0	0	487,891
Rt-of-Way	2,878,114	0	0	0	0	0	0	2,878,114
Constr	4,994,657	-71,745	0	0	0	0	0	4,922,912
Reserve	0	0	0	0	0	0	90,271	90,271
Total	8,360,662	-71,745	0	0	0	0	90,271	8,379,188
*103 OREGON CITY BYPASS - PARK PLACE TO COMMUNITY COLLEGE*****125 *76-007***01670*FAP78***160*****0****								
Pre Eng	1,167,420	0	0	0	0	0	0	1,167,420
Rt-of-Way	5,077,369	0	0	0	0	0	0	5,077,369
Constr	16,386,959	9,789	0	0	0	0	0	16,396,748
Total	22,631,748	9,789	0	0	0	0	0	22,641,537
*104 STATE STREET CORRIDOR ( OR43) - TERWILLIGER TO LADD*****133 *77-068***00359*FAU9565*3*****6****								
Pre Eng	247,612	0	0	0	0	0	0	247,612
Rt-of-Way	576,772	0	0	0	0	0	0	576,772
Constr	1,063,213	-177,120	0	0	0	0	0	886,093
Reserve	0	0	0	0	0	0	400,000	400,000
Total	1,887,597	-177,120	0	0	0	0	400,000	2,110,477
*105 JOHNSON CK BLVD IMPROVEMENT - CASCADE HWY N TO LESTER INTCHG*****405 *86-076***03355*FAU9704*703*****0****								
Constr	872,360	0	0	0	0	0	0	872,360
Reserve	0	0	0	0	0	0	29,650	29,650
Total	872,360	0	0	0	0	0	29,650	902,010
*106 OATFIELD ROAD AT JENNINGS AVENUE INTERSECTION IMPROVEMENT*****438 *78-116***01182*FAU9665*703*****0****								
Pre Eng	78,607	0	0	0	0	0	0	78,607
Constr	29,214	0	0	0	0	0	0	29,214
Total	107,821	0	0	0	0	0	0	107,821
*107 KING RD AND 42ND(PORTION) - 44TH TO 42ND/MONROE SE OF 42ND*****500 *85-055***03626*FAU9714*703*****0****								
Pre Eng	34,360	0	0	0	0	0	15,640	50,000
Constr	189,813	0	0	0	0	0	0	189,813
Total	224,173	0	0	0	0	0	15,640	239,813
*108 RAILROAD AVENUE/HARMONY ROAD - 82ND TO MILWAUKIE CBD - UNIT I*****553 *10037***00705*FAU9702*ns*****0****								
Pre Eng	307,546	0	0	0	0	0	0	307,546
Rt-of-Way	151,300	0	0	0	0	0	0	151,300
Constr	1,341,873	-37,995	0	0	0	0	0	1,303,878
Total	1,800,719	-37,995	0	0	0	0	0	1,762,724
*109 82ND DRIVE - HWY 212 TO GLADSTONE/I-205 INTERCHANGE*****578 *10051A***00500*FAU9653*703*****0****								
Pre Eng	645,999	0	0	0	0	0	0	645,999
Rt-of-Way	965,600	0	0	0	0	0	0	965,600
Constr	2,531,001	262,567	0	0	0	0	0	2,793,568
Total	4,142,600	262,567	0	0	0	0	0	4,405,167
*110 THIESSEN/JENNINGS CORRIDOR - OATFIELD RD TO JOHNSON RD (REVISED)*****581 *10052***02024*FAU9698*703*****0****								
Pre Eng	164,517	0	0	0	0	0	0	164,517
Total	164,517	0	0	0	0	0	0	164,517

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

Interstate Transfer Program

Project Description

	Estimated Expenditures by Federal Fiscal Year							
	Obligated	1992	1993	1994	1995	1996	Post 1996	Authorized
Clackamas County Projects (Continued)								
*111 RAILROAD AVENUE/HARMONY ROAD - 82ND/SUNNYSIDE REALIGNMENT - II*****764 *10037****00660*FAU9718*703*****0****								
Pre Eng	69,937	0	0	0	0	0	0	69,937
Rt-of-Way	434,074	0	0	0	0	0	0	434,074
Constr	540,025	0	0	0	0	0	0	540,025
Reserve	0	0	0	0	0	0	676	676
Total	1,064,036	0	0	0	0	0	676	1,064,712
*112 RAILROAD AVENUE/HARMONY ROAD PHASE IV - SUNNYBROOK EXTENSION*****769 *86-083****04180*FAU9736*703*****0****								
Pre Eng	138,549	311,451	0	0	0	0	0	450,000
Total	138,549	311,451	0	0	0	0	0	450,000
*113 SUNNYSIDE ROAD - STEVENS TO 122ND - UNIT II*****838 *77-147****00385*FAU9718*703*****0****								
Pre Eng	124,611	0	0	0	0	0	0	124,611
Rt-of-Way	212,189	0	0	0	0	0	0	212,189
Constr	1,182,225	0	0	0	0	0	0	1,182,225
Total	1,519,025	0	0	0	0	0	0	1,519,025
*114 HUBBARD ROAD EXTENSION TO CLACKAMAS HIGHWAY*****839 *10236****02140*FAU9739*703*****0****								
Pre Eng	48,835	0	0	0	0	0	0	48,835
Constr	315,486	0	0	0	0	0	0	315,486
Total	364,321	0	0	0	0	0	0	364,321
*115 HIGHWAY 43 @ MCKILLICAN / HOOD AVENUE WIDENING*****853 *10252****00976*FAU9565*3*****11****								
Pre Eng	70,762	0	0	0	0	0	0	70,762
Rt-of-Way	25,173	0	0	0	0	0	0	25,173
Constr	225,547	0	0	0	0	0	0	225,547
Reserve	0	0	0	0	0	0	7,082	7,082
Total	321,482	0	0	0	0	0	7,082	328,564
*116 BEAVERCREEK RD EXT (RED SOILS) - BEAVERCREEK RD TO WARNER - MILNE*****855 *10249****02375*FAU9742*703*****0****								
Pre Eng	140,046	0	0	0	0	0	0	140,046
Constr	0	0	354,214	0	0	0	0	354,214
Total	140,046	0	354,214	0	0	0	0	494,260
*117 JOHNSON CREEK BLVD - 32ND AVENUE TO 45TH AVENUE*****902 *91-014****06357*FAU9704*703*****0****								
Pre Eng	102,850	0	0	0	0	0	-2,850	100,000
Constr	0	0	0	0	0	0	900,000	900,000
Total	102,850	0	0	0	0	0	897,150	1,000,000
*118 HARRISON STREET - HIGHWAY 224 TO 32ND AVENUE*****904 *00-000****00000*FAU9714*703*****0****								
Pre Eng	0	0	0	0	0	0	50,000	50,000
Total	0	0	0	0	0	0	50,000	50,000
*119 JOHNSON CREEK BLVD - LINWOOD AVENUE TO 82ND AVENUE*****905 *00-000****00000*FAU9704*703*****0****								
Pre Eng	0	207,308	0	0	0	0	0	207,308
Total	0	207,308	0	0	0	0	0	207,308
Total Clackamas County	49,897,308	504,255	354,214	0	0	0	1,534,201	52,289,978

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Interstate Transfer Program

Effective October 1, 1992

Project Description

Estimated Expenditures by Federal Fiscal Year  
Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Washington County Projects

*120 Finaled Vouchered Projects*****0 0000000*00000*****CLOSED								
Pre Eng	212,501	0	0	0	0	0	0	212,501
Rt-of-Way	329,293	0	0	0	0	0	0	329,293
Constr	13,056,943	0	0	0	0	0	0	13,056,943
Reserve	0	0	0	0	0	0	0	0
Total	13,598,737	0	0	0	0	0	0	13,598,737
*121 ALLEN BLVD RECONSTRUCTION - MURRAY BLVD TO HWY217*****93 *80-085***00306*FAU9088*ns*****0****								
Pre Eng	94,911	0	0	0	0	0	0	94,911
Rt-of-Way	1,512,382	0	0	0	0	0	0	1,512,382
Constr	1,678,030	0	0	0	0	0	0	1,678,030
Total	3,285,323	0	0	0	0	0	0	3,285,323
*122 SW BARNES ROAD - HIGHWAY 217 TO SW 84TH - PHASE I*****95 *77-070***00469*FAU9326*734*****0****								
Pre Eng	62,186	0	0	0	0	0	0	62,186
Rt-of-Way	143,720	0	0	0	0	0	0	143,720
Constr	843,437	0	0	0	0	0	0	843,437
Total	1,049,343	0	0	0	0	0	0	1,049,343
*123 SW JENKINS/158TH - MURRAY BLVD TO SUNSET HIGHWAY*****97 *77-046***00850*FAU9030*ns*****0****								
Constr	1,764,919	0	0	0	0	0	0	1,764,919
Total	1,764,919	0	0	0	0	0	0	1,764,919
*124 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE*****121 *79-076***00376*FAP27***144*****69****								
Pre Eng	506,912	0	0	0	0	0	0	506,912
Rt-of-Way	1,934,681	0	0	0	0	0	0	1,934,681
Constr	6,944,864	0	0	0	0	0	0	6,944,864
Total	9,386,457	0	0	0	0	0	0	9,386,457
*125 CORNELL ROAD RECONSTRUCTION - E MAIN TO ELAM YOUNG PARKWAY*****132 *80-038***00139*FAU9022*734*****0****								
Pre Eng	155,945	0	0	0	0	0	0	155,945
Rt-of-Way	159,293	0	0	0	0	0	26,007	185,300
Constr	2,665,471	0	0	0	0	0	0	2,665,471
Total	2,980,709	0	0	0	0	0	26,007	3,006,716
*126 OR8 - TUALATIN VALLEY HIGHWAY AT 185TH STREET*****207 *76-027***00350*FAP32***29*****7****								
Pre Eng	183,477	0	0	0	0	0	0	183,477
Rt-of-Way	994,422	0	0	0	0	0	0	994,422
Constr	970,866	0	0	0	0	0	0	970,866
Total	2,148,765	0	0	0	0	0	0	2,148,765
*127 HWY 217/72ND AVE INTCHG - PE & CONSTRUCTION - #2*****208 *80-079***01678*FAP79***144*****7****								
Pre Eng	286,778	0	0	0	0	0	0	286,778
Rt-of-Way	233,750	0	0	0	0	0	0	233,750
Constr	948,734	0	0	0	0	0	0	948,734
Total	1,469,262	0	0	0	0	0	0	1,469,262
*128 FARMINGTON RD CORRIDOR( OR208) TSM - 185TH AVE TO LOMBARD AVE*****236 *78-057***01570*FAU9064*142*****8****								
Pre Eng	80,917	0	0	0	0	0	0	80,917
Constr	151,337	0	0	0	0	0	0	151,337
Total	232,254	0	0	0	0	0	0	232,254
*129 HALL / MCDONALD INTERSECTION IMPROVEMENTS*****396 *85-024***003719*FAU9091*141*****6****								
Constr	31,713	0	0	0	0	0	0	31,713
Total	31,713	0	0	0	0	0	0	31,713
*130 OR99W - PACIFIC HIGHWAY WEST AT CANTERBURY LANE*****469 *85-006***02933*FAPvar**1W*****10****								
Constr	31,126	0	0	0	0	0	0	31,126
Total	31,126	0	0	0	0	0	0	31,126
*131 CORNELL ROAD PHASE II - ECL TO CORNELIUS PASS ROAD*****585 *10060***00738*FAU9022*734*****0****								
Pre Eng	404,643	0	0	0	0	0	0	404,643
Constr	2,281,853	0	0	0	0	0	127,500	2,409,353
Total	2,686,496	0	0	0	0	0	127,500	2,813,996
*132 MURRAY BLVD - JENKINS ROAD TO SUNSET HIGHWAY*****586 *10059***00549*FAU9067*734*****0****								
Pre Eng	662,431	0	0	0	0	0	0	662,431
Rt-of-Way	1,865,000	0	0	0	0	0	0	1,865,000
Constr	4,763,033	0	0	0	0	0	0	4,763,033
Total	7,290,464	0	0	0	0	0	0	7,290,464



Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Washington County Projects  
(Continued)

<b>*133 GREENBURG ROAD AT TIEDEMAN AVENUE - SIGNAL*****725 *86-037***04115*FAU9207*734*****1****</b>								
Pre Eng	11,349	0	0	0	0	0	0	11,349
Constr	25,380	0	0	0	0	0	0	25,380
Total	36,729	0	0	0	0	0	0	36,729
<b>*134 NW 185TH - ROCK CREEK BLVD TO TV HIGHWAY*****752 *10128***01304*FAU9043*734*****0****</b>								
Pre Eng	818,445	0	0	0	0	0	0	818,445
Rt-of-Way	2,953,750	0	0	0	0	0	0	2,953,750
Constr	4,736,218	0	0	0	0	0	0	4,736,218
Total	8,508,413	0	0	0	0	0	0	8,508,413
<b>*135 ORS TV HIGHWAY - SHUTE PARK TO SE 21ST AVE - HILLSBORO*****828 *79-85a***00691*FAP32***29*****11****</b>								
Rt-of-Way	1,195,100	0	0	0	0	0	0	1,195,100
Constr	0	0	0	0	0	0	0	0
Total	1,195,100	0	0	0	0	0	0	1,195,100
<b>*136 SCHOLLS FERRY ROAD / HALL BOULEVARD INTERSECTION*****829 *85-010***02353*FAU9234*143*****9****</b>								
Pre Eng	131,632	0	0	0	0	0	0	131,632
Rt-of-Way	234,432	80,228	0	0	0	0	0	314,660
Constr	651,464	-599	0	0	0	0	0	650,865
Total	1,017,528	79,629	0	0	0	0	0	1,097,157
<b>*137 HALL BOULEVARD - ALLEN TO GREENWAY*****830 *10237***02354*FAU9091*734*****1****</b>								
Pre Eng	127,500	0	0	0	0	0	0	127,500
Rt-of-Way	633,250	0	0	0	0	0	0	633,250
Total	760,750	0	0	0	0	0	0	760,750
<b>*138 WASHINGTON COUNTY RESERVE*****836 *00-000***00000*VARvar**na*****0****</b>								
Reserve	0	0	0	0	0	0	259,349	259,349
Total	0	0	0	0	0	0	259,349	259,349
<b>*139 CORNELIUS PASS ROAD - SUNSET HIGHWAY TO CORNELL ROAD*****867 *89-029***05183*FAU9053*734*****0****</b>								
Constr	75,000	0	0	0	0	0	0	75,000
Total	75,000	0	0	0	0	0	0	75,000
<b>*140 OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO FANNO CREEK*****875 *86-077***03290*FAU9234*143*****7****</b>								
Constr	814,937	0	0	0	0	0	203	815,140
Total	814,937	0	0	0	0	0	203	815,140
<b>Total Washington County</b>								
	58,364,025	79,629	0	0	0	0	413,059	58,856,713

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

Effective October 1, 1992

In Federal Dollars

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year  
Obligated

1992

1993

1994

1995

1996

Post 1996

Authorized

Report Total

483,374,280

8,503,089

5,667,684

987,950

0

0

19,217,484

517,750,487

Federal Transit Administration Programs

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Federal Transit Administration Program

Effective October 1, 1992

Project Description

Estimated Grant Award by Federal Fiscal Year  
Obligated Anticipated

1993 1994 1995 1996 Post 1996 Authorized

Federal Transit Administration-Sect 3

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***1 Finald Vouchered Projects*****0 0000000*00000*****
Constr      381,773      0      0      0      0      0      0      381,773
Non-Hwy Cp  30,248,883    0      0      0      0      0      0  30,248,883
Other       133,602      0      0      0      0      0      0   133,602
Total      30,764,259    0      0      0      0      0      0  30,764,259

***2 BUS PURCHASES*****154 *****var*****00000**OR**03-0038*****
Non-Hwy Cp  11,688,618      0      0  2,500,000      0      0      0  14,188,618
Supt Serv   11,382        0      0      0      0      0      0    11,382
Total      11,700,000      0      0  2,500,000      0      0      0  14,200,000

***3 BANFIELD RETROFIT - OPERATIONS CONTROL*****215 *****var*****00000**OR**03-0038*****
Non-Hwy Cp      0      0      0  5,700,000      0      0      0   5,700,000
Total          0      0      0  5,700,000      0      0      0   5,700,000

***4 BANFIELD RETROFIT - DOUBLE TRACKING*****217 *****var*****00000**OR**03-0000*****
Non-Hwy Cp      0      0      0  9,100,000      0      0      0   9,100,000
Total          0      0      0  9,100,000      0      0      0   9,100,000

***5 BANFIELD RETROFIT - RUBY JUNCTION EXPANSION*****218 *****var*****00000**OR**03-0000*****
Non-Hwy Cp      0      0      0  4,100,000      0      0      0   4,100,000
Total          0      0      0  4,100,000      0      0      0   4,100,000

***6 HILLSBORO CORRIDOR PE/FEIS*****260 *****00000**TRA*0000*****
Pre Eng      0      0  1,000,000      0      0      0      0  1,000,000
Total        0      0  1,000,000      0      0      0      0  1,000,000

***7 CONVENTION CENTER AREA TRANSIT / HIGHWAY IMPROVEMENTS (T)*****383 *****var*****00000**TRA*03-0037*****
Pre Eng      212,874      0      0      0      0      0      0   212,874
Rt-of-Way    280,575      0      0      0      0      0      0   280,575
Constr      1,888,328      0      0      0      0      0      0  1,888,328
Other        118,220      0      0      0      0      0      0   118,221
Total      2,499,999      0      0      0      0      0      0  2,499,999

***8 BANFIELD LRT CAPITAL GRANT - (FFA)*****434 *****68*****00000**FAP*03-0025*****
Non-Hwy Cp   66,815,675      0  5,789,528      0      0      0      0  72,605,203
Total       66,815,675      0  5,789,528      0      0      0      0  72,605,203

***9 PROJECT BREAK-EVEN*****895 *****var*****00000**OR**0000*****
Other        0      0      0  13,500,000      0      0      0  13,500,000
Total        0      0      0  13,500,000      0      0      0  13,500,000

Total Federal Transit Administration-Sect 3
111,779,933      0  6,789,528  34,900,000      0      0      0  153,469,461

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Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

Federal Transit Administration Program

Project Description

	Estimated Grant Award by Federal Fiscal Year		1993	1994	1995	1996	Post 1996	Authorized
	Obligated	Anticipated						
Federal Transit Administration-Trade								
***9 DEVELOPMENT OF TIGARD TRANSIT CENTER*****131 *****var*****00000**OR**03-0027*****								
Pre Eng	91,311	0	0	0	0	0	0	91,311
Rt-of-Way	423,527	0	0	0	0	0	0	423,527
Constr	520,701	0	0	0	0	0	0	520,701
Total	1,035,539	0	0	0	0	0	0	1,035,539
***10 MILWAUKIE TRANSIT STATION DEVELOPMENT*****144 *****var*****00000**OR**03-0027*****								
Pre Eng	483	0	0	0	0	0	0	483
Constr	12,042	0	0	0	0	0	0	12,042
Total	12,525	0	0	0	0	0	0	12,525
***11 OREGON CITY TRANSIT STATION*****151 *****var*****00000**OR**03-0027*****								
Pre Eng	126,892	- 0	0	0	0	0	0	126,891
Rt-of-Way	173,570	0	0	0	0	0	0	173,570
Constr	685,852	0	0	0	0	0	0	685,852
Total	986,314	- 0	0	0	0	0	0	986,313
***12 BUS PURCHASES*****154 *****var*****00000**OR**00-0000*****								
Non-Hwy Cp	24,241,825	1,597,144	0	0	0	0	0	25,838,970
Supt Serv	166,582	0	0	0	0	0	0	166,582
Total	24,408,408	1,597,144	0	0	0	0	0	26,005,552
***13 PASSENGER SHELTERS*****380 *****00-0000**00000**TRA*0000*****								
Non-Hwy Cp	0	612,951	0	0	0	0	0	612,951
Total	0	612,951	0	0	0	0	0	612,951
***14 TIGARD PARK-AND-RIDE*****435 *****var*****04821**FAI*03-0035*****								
Pre Eng	44,000	0	0	0	0	0	0	44,000
Constr	353,600	0	0	0	0	0	0	353,600
Total	397,600	0	0	0	0	0	0	397,600
***15 PARK-AND-RIDE LOT ENGINEERING(3) - MILW/OC/TIG*****453 *****var*****00000**OR**03-0035*****								
Pre Eng	35,999	0	0	0	0	0	0	36,000
Total	35,999	0	0	0	0	0	0	36,000
***16 TRANSIT TRANSFER PROJECT*****576 *****var*****00000**OR**03-0035*****								
Pre Eng	265,183	0	0	0	0	0	0	265,183
Constr	1,189,245	0	0	0	0	0	0	1,189,245
Total	1,454,428	0	0	0	0	0	0	1,454,428
***17 WEST BURNSIDE / MORRISON TSM IMPROVEMENTS*****600 *****9326*****00000**FAU*03-0027*****								
Pre Eng	10,200	0	0	0	0	0	0	10,200
Constr	68,040	0	0	0	0	0	0	68,040
Total	78,240	0	0	0	0	0	0	78,240
***18 ROUTE TERMINUS SITES*****685 *****var*****00000**OR**0000*****								
Non-Hwy Cp	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
***19 NORTH TERMINAL FACILITY*****686 *****var*****00000**OR**03-0035*****								
Pre Eng	107,394	0	0	0	0	0	0	107,395
Rt-of-Way	531,561	- 0	0	0	0	0	0	531,561
Constr	866,400	0	0	0	0	0	0	866,400
Total	1,505,356	- 0	0	0	0	0	0	1,505,356
***20 BEAVERTON PARK-AND-RIDE STATION*****701 *****var*****00000**OR**03-0035*****								
Pre Eng	99,200	0	0	0	0	0	0	99,200
Rt-of-Way	160,271	- 0	0	0	0	0	0	160,271
Constr	360,800	0	0	0	0	0	0	360,800
Total	620,271	- 0	0	0	0	0	0	620,271
***21 SUNSET TRANSIT CENTER AND PARK-AND-RIDE STATION*****702 *****var*****00000**OR**03-0027*****								
Pre Eng	320,435	0	0	0	0	0	0	320,435
Rt-of-Way	2,542,248	0	0	0	0	0	0	2,542,248
Constr	0	0	0	0	0	0	0	0
Supt Serv	0	0	0	0	0	0	0	0
Total	2,862,683	0	0	0	0	0	0	2,862,683

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

Federal Transit Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year  
Obligated      Anticipated      1993      1994      1995      1996      Post 1996      Authorized

Federal Transit Administration-Trade  
(Continued)

**22 WESTSIDE BUS GARAGE - PHASE III (MERLO ROAD)*****704 *****var*****00000**OR**03-0027*****								
Pre Eng	70,710	0	0	0	0	0	0	70,711
Constr	434,386	0	0	0	0	0	0	434,387
Total	505,097	0	0	0	0	0	0	505,098
**23 WASHINGTON COUNTY TRANSIT TSM IMPROVEMENTS*****705 *****var*****00000**OR**03-0027*****								
Pre Eng	128,996	0	0	0	0	0	0	128,996
Rt-of-Way	256,000	0	0	0	0	0	0	256,000
Constr	819,547	0	0	0	0	0	0	819,547
Total	1,204,543	0	0	0	0	0	0	1,204,543
**24 WESTSIDE BUS GARAGE - PHASE II*****706 *****var*****00000**OR**03-0027*****								
Constr	5,926,841	0	0	0	0	0	0	5,926,841
Non-Hwy Cp	473,909	0	0	0	0	0	0	473,909
Total	6,400,750	0	0	0	0	0	0	6,400,750
**25 SUPPORT SERVICE - RELOCATION & APPRAISAL COSTS / COST ALLOCATION*****707 *****var*****00000**OR**03-0027*****								
Other	623,853	- 0	0	0	0	0	0	623,853
Total	623,853	- 0	0	0	0	0	0	623,853
**26 PARTS AND EQUIPMENT...MAINT VEHICLES/SHELTERS/ACCESS STOPS/ETC*****776 *****var*****00000**OR**0000*****								
Non-Hwy Cp	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
**27 HILLSBORO TRANSIT CENTER WITH PARK-AND-RIDE*****803 *****var*****00000**OR**03-0027*****								
Pre Eng	208,726	0	0	0	0	0	0	208,726
Rt-of-Way	534,370	0	0	0	0	0	0	534,370
Constr	1,070,752	0	0	0	0	0	0	1,070,753
Total	1,813,848	0	0	0	0	0	0	1,813,849
**28 BEAVERTON TRANSIT CENTER*****806 *****var*****00000**OR**03-0035*****								
Pre Eng	298,642	0	0	0	0	0	0	298,642
Rt-of-Way	827,634	0	0	0	0	0	0	827,634
Constr	1,924,933	- 0	0	0	0	0	0	1,924,933
Total	3,051,209	- 0	0	0	0	0	0	3,051,209
**29 WESTSIDE TSM - LOVEJOY RAMP*****809 *****var*****00000**OR**03-0027*****								
Pre Eng	1	0	0	0	0	0	0	1
Constr	1	0	0	0	0	0	0	1
Total	2	0	0	0	0	0	0	2
**30 WESTSIDE TSM - SYLVAN BUS PULLOUT*****813 *****var*****00000**OR**03-0027*****								
Pre Eng	1	0	0	0	0	0	0	1
Constr	1	0	0	0	0	0	0	1
Total	2	0	0	0	0	0	0	2
**31 TRANSIT MALL EXTENSION NORTH - W BURNSIDE ST TO NW IRVING*****822 *****9341*****06356**FAU*03-0035*****								
Pre Eng	725,440	0	0	0	0	0	0	725,440
Constr	0	4,961,280	0	0	0	0	0	4,961,280
Supt Serv	0	31,130	0	0	0	0	0	31,130
Total	725,440	4,992,410	0	0	0	0	0	5,717,850
**32 SECTION 3 TRADE CONTINGENCY*****825 *****var*****00000**OR**03-0035*****								
Other	312,345	206,374	0	0	0	0	0	518,720
Total	312,345	206,374	0	0	0	0	0	518,720
**33 BANFIELD TRANSITWAY - (FFA)*****826 *****68*****00000**FAP*03-0025*****								
Constr	20,150,000	0	0	0	0	0	0	20,150,000
Total	20,150,000	0	0	0	0	0	0	20,150,000
**34 GLISAN STREET BUS LANE*****851 *****9314*****00000**FAU*03-0035*****								
Pre Eng	6,663	0	0	0	0	0	0	6,663
Constr	1	0	0	0	0	0	0	1
Total	6,664	0	0	0	0	0	0	6,664
**35 SPECIAL NEEDS TRANSPORTATION MINI-BUSES*****897 *****var*****00000**OR**0000*****								
Non-Hwy Cp	1,200,000	0	0	0	0	0	0	1,200,000
Total	1,200,000	0	0	0	0	0	0	1,200,000

Metropolitan Service District  
Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1993 to Post 1996

In Federal Dollars

Effective October 1, 1992

Federal Transit Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year  
Obligated Anticipated 1993 1994 1995 1996 Post 1996 Authorized

Federal Transit Administration-Trade  
(Continued)

Project Description	Obligated	Anticipated	1993	1994	1995	1996	Post 1996	Authorized
**36 INFORMATION/COMMUNICATION EQUIPMENT*****898 *****var*****00000**OR**0000*****								
Non-Hwy Cp	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Total Federal Transit Administration-Trade								
	69,391,120	7,408,879	0	0	0	0	0	76,800,000

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Federal Transit Administration Program

Effective October 1, 1992

Project Description

Estimated Grant Award by Federal Fiscal Year  
Obligated Anticipated

1993 1994 1995 1996 Post 1996 Authorized

Federal Transit Administration-Sect 9

<b>**37 Finaled Vouchered Projects*****0 000000000000*****</b>									
Other	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
<b>**38 METRO PLANNING*****126 *****var*****00000**VAR**0000*****</b>									
Pre Eng	533,664	0	0	0	0	0	0	0	533,664
Total	533,664	0	0	0	0	0	0	0	533,664
<b>**39 WESTSIDE LIGHT RAIL EXTENSION TO SW 185TH AVENUE*****206 *****00000**TRA**00-0000*****</b>									
Non-Hwy Cp	0	0	0	11,000,000	11,000,000	0	0	0	22,000,000
Total	0	0	0	11,000,000	11,000,000	0	0	0	22,000,000
<b>**40 BUS DISPATCH CENTER REPLACEMENT*****219 *****var*****00000**OR**0000*****</b>									
Non-Hwy Cp	0	0	300,000	5,200,000	0	0	0	0	5,500,000
Total	0	0	300,000	5,200,000	0	0	0	0	5,500,000
<b>**41 PROPERTY ACQUISITION - SE 17TH AND BOISE ST...LAND AND BUILDING*****442 *****var*****00000**OR**90-0003*****</b>									
Non-Hwy Cp	69,396	0	0	0	0	0	0	0	69,396
Total	69,396	0	0	0	0	0	0	0	69,396
<b>**42 BUS PURCHASE - STANDARDS (T)*****452 *****var*****00000**TRA**90-X019*****</b>									
Non-Hwy Cp	12,865,149	0	0	0	0	18,220,000	0	0	31,085,149
Total	12,865,149	0	0	0	0	18,220,000	0	0	31,085,149
<b>**43 BANFIELD LRT - VARIOUS SUPPORTING PROJECTS - (FFA)*****462 *****68*****00000**FAP**90-X008*****</b>									
Constr	7,096,000	0	0	0	0	0	0	0	7,096,000
Total	7,096,000	0	0	0	0	0	0	0	7,096,000
<b>**44 BUS LAYOVER FACILITY AT W BURNSIDE AND SW TICHNER*****516 *****9326*****00000**FAU**90-X007*****</b>									
Constr	10,681	0	0	0	0	0	0	0	10,681
Total	10,681	0	0	0	0	0	0	0	10,681
<b>**45 BANFIELD PARK-AND-RIDES*****675 *****84*****00000**FAI**var*****</b>									
Other	0	0	0	0	0	0	800,000	0	800,000
Total	0	0	0	0	0	0	800,000	0	800,000
<b>**46 ROUTE TERMINUS SITES*****685 *****var*****00000**OR**90-X019*****</b>									
Non-Hwy Cp	350,852	0	0	0	0	0	0	0	350,852
Total	350,852	0	0	0	0	0	0	0	350,852
<b>**47 LIGHT RAIL VEHICLE PURCHASE (T)*****695 *****var*****00000**OR**90-X035*****</b>									
Non-Hwy Cp	16,011,872	0	0	0	0	0	0	0	16,011,872
Total	16,011,872	0	0	0	0	0	0	0	16,011,872
<b>**48 PARTS AND EQUIPMENT...MAINT VEHICLES/SHELTERS/ACCESS STOPS/ETC*****776 *****var*****00000**OR**0000*****</b>									
Non-Hwy Cp	11,159,751	0	0	0	0	0	0	0	11,159,751
Total	11,159,751	0	0	0	0	0	0	0	11,159,751
<b>**49 SPECIAL NEEDS TRANSPORTATION (INCL SNT INFO SYSTEM)*****777 *****var*****00000**OR**90-X019*****</b>									
Non-Hwy Cp	2,216,734	0	0	0	0	0	0	0	2,216,734
Total	2,216,734	0	0	0	0	0	0	0	2,216,734
<b>**50 MAINFRAME COMPUTER AND COMPUTER EQUIPMENT*****778 *****var*****00000**OR**90-X031*****</b>									
Non-Hwy Cp	747,840	0	0	0	0	0	0	0	747,840
Total	747,840	0	0	0	0	0	0	0	747,840
<b>**51 TELECOMMUNICATION NETWORK SYSTEM AND EQUIPMENT*****780 *****var*****00000**OR**90-X005*****</b>									
Non-Hwy Cp	277,417	0	0	0	0	0	0	0	277,418
Total	277,417	0	0	0	0	0	0	0	277,418
<b>**52 MANAGEMENT INFORMATION SYSTEMS*****781 *****var*****00000**OR**90-X005*****</b>									
Non-Hwy Cp	1,010,327	0	0	0	0	0	0	0	1,010,327
Total	1,010,327	0	0	0	0	0	0	0	1,010,327
<b>**53 UNIFIED WORK PROGRAM*****782 *****var*****00000**OR**90-0003*****</b>									
Other	6,052,273	0	0	0	0	0	0	0	6,052,273
Total	6,052,273	0	0	0	0	0	0	0	6,052,273



Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Federal Transit Administration Program

Effective October 1, 1992

Project Description

Estimated Grant Award by Federal Fiscal Year  
Obligated Anticipated

Federal Transit Administration-Sect 9  
(Continued)

	1993	1994	1995	1996	Post 1996	Authorized
<b>**54 HILLSBORO ALTERNATIVES ANALYSIS/DEIS (UWP)*****783 *****var*****00000**OR**0000*****</b>						
Pre Eng	0	0	550,000	0	0	550,000
Alt Anal	1,625,504	0	0	0	0	1,625,504
Total	1,625,504	0	550,000	0	0	2,175,504
<b>**55 122ND AND BURNSIDE PARK-AND-RIDE*****785 *****9789*****00000**FAU*90-X005*****</b>						
Pre Eng	64,000	0	0	0	0	64,000
Rt-of-Way	1,304,846	0	0	0	0	1,304,846
Constr	631,630	0	0	0	0	631,630
Total	2,000,476	0	0	0	0	2,000,476
<b>**56 WESTSIDE PE AND FEIS (UWP)*****786 *****var*****00000**OR**90-X035*****</b>						
Non-Hwy Cp	4,493,865	- 0	0	0	0	4,493,865
Total	4,493,865	- 0	0	0	0	4,493,865
<b>**57 SECTION 9 OPERATING PROGRAM*****824 *****var*****00000**OR**0000*****</b>						
Operating	41,323,316	0	4,610,000	4,840,000	5,080,000	61,193,316
Total	41,323,316	0	4,610,000	4,840,000	5,340,000	61,193,316
<b>**58 LIGHT RAIL VEHICLES - AIR CONDITIONING RETROFIT*****896 *****var*****00000**OR**90-X028*****</b>						
Non-Hwy Cp	0	0	0	0	2,410,000	2,410,000
Total	0	0	0	0	2,410,000	2,410,000
<b>**59 RUBY JUNCTION STORAGE TRACK*****899 *****var*****00000**OR**0000*****</b>						
Constr	0	0	0	0	0	0
Total	0	0	0	0	0	0
<b>**60 WESTSIDE RAIL INITIATIVES*****900 *****var*****00000**OR**0000*****</b>						
Other	0	0	0	0	0	0
Total	0	0	0	0	0	0
<b>**61 LINE SECTION DOUBLE TRACKING*****901 *****var*****00000**OR**0000*****</b>						
Constr	0	0	0	0	0	0
Total	0	0	0	0	0	0
<b>Total Federal Transit Administration-Sect 9</b>						
	107,845,118	0	5,460,000	21,040,000	16,080,000	177,195,118

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Federal Transit Administration Program

Effective October 1, 1992

Project Description

Estimated Grant Award by Federal Fiscal Year  
Obligated Anticipated 1993

1994

1995

1996

Post 1996

Authorized

Federal Transit Administration-Sect 3

Project Description	Obligated	Anticipated	1993	1994	1995	1996	Post 1996	Authorized
**62 WESTSIDE LIGHT RAIL EXTENSION TO SW 185TH AVENUE*****206 *****00000**TRA*00-0000*****								
Non-Hwy Cp	0	14,400,000	85,000,000	104,000,000	104,000,000	104,000,000	103,600,000	515,000,000
Total	0	14,400,000	85,000,000	104,000,000	104,000,000	104,000,000	103,600,000	515,000,000
Total Federal Transit Administration-Sect 3								
	0	14,400,000	85,000,000	104,000,000	104,000,000	104,000,000	103,600,000	515,000,000

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Annual Element Year

Metropolitan Service District  
 Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

Federal Transit Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year  
 Obligated Anticipated

1993

1994

1995

1996

Post 1996

Authorized

Report Total

289,016,171

21,808,879

102,449,528

154,740,000

120,080,000

127,560,000

106,810,000

922,464,579

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 Annual Element Year

Metropolitan Service District  
 Transportation Improvement Program  
 Obligations Through 09/30/92

ptid.r  
 9/16/92  
 age 1

	Obligated	1993	1994	1995	1996	1997	Post 1997	Authorized
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**1 DBE TRAINING PROGRAM*****784 *00-000**00000*TRA26-2001*****								
			Federal Transit Administration - Sec. 20					
Other	0	75,000	0	0	0	0	75,000	150,000
Total	0	75,000	0	0	0	0	75,000	150,000
Report Total	0	75,000	0	0	0	0	75,000	150,000

ref: Step 1 funding authorized at \$75,000; Step 2 funding requires additional authorization from FTA.

PREVIOUSLY APPROVED BY RESOLUTION NO. 92-1559

Federal-Aid Urban & Regional Surface Transportation Programs

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Federal Aid Urban System Program

Effective October 1, 1992

Project Description

Estimated Expenditures by Federal Fiscal Year  
Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

City of Portland FAU System Projects

***1 Finalized Vouchered Projects*****0 0000000*00000*****CLOSED									
Pre Eng	1,573,743	0	0	0	0	0	0	1,573,743	
Rt-of-Way	401,968	0	0	0	0	0	0	401,968	
Constr	6,376,238	0	0	0	0	0	0	6,376,238	
Non-Hwy Cp	131,555	0	0	0	0	0	0	131,555	
Operating	217,108	0	0	0	0	0	0	217,108	
Pending	0	0	0	0	0	0	0	0	
Total	8,700,612	0	0	0	0	0	0	8,700,612	
***2 Completed Projects not Vouchered*****1 0000000*00000*****									
Pre Eng	710,847	180	0	0	0	0	0	711,027	
Constr	1,686,839	0	0	0	0	0	0	1,686,839	
Reserve	0	0	0	0	0	0	0	0	
Total	2,397,686	180	0	0	0	0	0	2,397,866	
***3 CITY OF PORTLAND FAU CONTINGENCY*****44 *00-000***00000*VARvar**726*****0****									
Reserve	0	0	0	0	0	0	843,609	843,609	
Total	0	0	0	0	0	0	843,609	843,609	
***4 MARINE DRIVE WIDENING TO FOUR LANES - I-5 TO RIVERGATE*****298 *79-056***00458*FAU9962*120*****2****									
Constr	0	0	1,000,000	0	0	0	0	1,000,000	
Total	0	0	1,000,000	0	0	0	0	1,000,000	
***5 COLUMBIA BLVD (BNRR) BRIDGE #9685 EMERGENCY REPAIRS*****303 *87-002***04218*FAU9956*726*****0****									
Pre Eng	4,238	0	0	0	0	0	0	4,238	
Constr	346,351	-19,538	0	0	0	0	0	326,813	
Total	350,589	-19,538	0	0	0	0	0	331,051	
***6 WILLAMETTE GREENWAY TRAIL PROGRAM*****575 *10018***00240*VARvar**726*****0****									
Pre Eng	61,500	0	0	0	0	0	0	61,500	
Constr	0	0	0	0	0	0	330,000	330,000	
Total	61,500	0	0	0	0	0	330,000	391,500	
***7 AIRPORT WAY UNITS II AND III - NE 138TH AVE TO 181ST AVE (5/5)*****861 *84-022a***05002*FAU9964*726*****0****									
Reserve	0	439,272	0	0	0	0	0	439,272	
Total	0	439,272	0	0	0	0	0	439,272	
***8 NW 9TH AVENUE IMPROVEMENTS - GLISAN TO FRONT*****868 *89-020***05123*FAU9983*726*****0****									
Constr	372,304	7,696	0	0	0	0	0	380,000	
Total	372,304	7,696	0	0	0	0	0	380,000	
***9 MULTNOMAH BLVD CORRIDOR IMPROVEMENTS - OLESON RD TO BARBUR BLVD*****869 *89-022***05127*FAU9404*726*****0****									
Pre Eng	104,465	1,135	0	0	0	0	0	105,600	
Rt-of-Way	0	3,965	0	0	0	0	0	3,965	
Constr	695,099	63,777	0	0	0	0	0	758,876	
Total	799,564	68,877	0	0	0	0	0	868,441	
***10 EAST BURNSIDE STREET CORRIDOR IMPROVEMENTS - 9TH AVE TO 82ND AVE*****870 *89-021***05126*FAU9822*726*****0****									
Pre Eng	99,575	23,625	0	0	0	0	0	123,200	
Rt-of-Way	116,671	369	0	0	0	0	0	117,040	
Constr	241,469	84,131	0	0	0	0	0	325,600	
Total	457,715	108,125	0	0	0	0	0	565,840	
***11 INTERSECTION IMPROVEMENT PROGRAM*****871 *89-023***05125*VARvar**726*****0****									
Pre Eng	11,059	0	0	0	0	0	0	11,059	
Constr	87,990	17,010	0	0	0	0	0	105,000	
Total	99,049	17,010	0	0	0	0	0	116,059	
***12 CENTRAL SIGNAL SYSTEM EXPANSION PROGRAM*****872 *89-028***05200*VARvar**726*****0****									
Pre Eng	38,552	0	0	0	0	0	0	38,552	
Constr	0	309,448	0	0	0	0	0	309,448	
Total	38,552	309,448	0	0	0	0	0	348,000	
***13 DOWNTOWN MALL REHABILITATION PROGRAM*****873 *89-032***05384*FAU9341*726*****0****									
Pre Eng	0	0	0	0	0	0	0	0	
Constr	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year  
Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

City of Portland FAU System Projects  
(Continued)

**14 HOLLADAY AVE - ML KING AVE TO NE 9TH AVE ( GREELEY - BANFIELD)*****890 *84-024d**04958*FAU9903*726*****0****								
Constr	0	89,320	0	0	0	0	0	89,320
Total	0	89,320	0	0	0	0	0	89,320
**15 LLOYD BLVD - GRAND AVE TO NE 11TH AVE ( GREELEY - BANFIELD)*****891 *84-024c**04959*FAU9902*726*****0****								
Constr	231,160	-16,082	0	0	0	0	0	215,078
Total	231,160	-16,082	0	0	0	0	0	215,078
**16 DEVELOPMENT RESERVE*****919 *00-000**00000*FAUvar**726*****0****								
Reserve	0	0	0	0	0	0	856,013	856,013
Total	0	0	0	0	0	0	856,013	856,013
**17 FY 90-91 ROAD REHABILITATION PROGRAM (#9)*****930 *89-033a**05650*FAUvar**726*****0****								
Pre Eng	180,372	-43,507	0	0	0	0	0	136,865
Constr	567,057	86,143	0	0	0	0	265,080	918,280
Total	747,429	42,636	0	0	0	0	265,080	1,055,145
**18 INTERSECTION SAFETY PROGRAM*****931 *00-000**00000*FAUvar**726*****0****								
Pre Eng	0	16,700	0	0	0	0	0	16,700
Constr	0	163,700	0	0	0	0	0	163,700
Total	0	180,400	0	0	0	0	0	180,400
**19 SIGNAL SAFETY IMPROVEMENTS*****932 *91-008**05844*FAUvar**726*****0****								
Pre Eng	37,200	-23,200	0	0	0	0	0	14,000
Constr	0	136,480	0	0	0	0	0	136,480
Total	37,200	113,280	0	0	0	0	0	150,480
**20 NW 13TH AVENUE INTERSECTIONS IMPROVEMENT*****933 *00-000**00000*FAUvar**726*****0****								
Constr	0	150,000	0	0	0	0	0	150,000
Total	0	150,000	0	0	0	0	0	150,000
Total City of Portland FAU System								
	14,293,360	1,490,624	1,000,000	0	0	0	2,294,702	19,078,686

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Federal Aid Urban System Program

Effective October 1, 1992

Project Description

Estimated Expenditures by Federal Fiscal Year  
Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Multnomah County FAU System Projects

**21 Finalized Vouchered Projects*****0 0000000*00000*****								
Pre Eng	316,442	0	0	0	0	0	0	316,442
Rt-of-Way	9,201	0	0	0	0	0	0	9,201
Constr	1,086,181	0	0	0	0	0	0	1,086,181
Reserve	0	0	0	0	0	0	0	0
Total	1,411,824	0	0	0	0	0	0	1,411,824
**22 HAWTHORNE BRIDGE EAST APPROACH RAMPS REPLACEMENT (#2757C)*****506 *84-097***02914*FAU9366*726*****0****								
Pre Eng	97,250	0	0	0	0	0	0	97,250
Constr	2,056,437	0	0	0	0	0	0	2,056,437
Total	2,153,687	0	0	0	0	0	0	2,153,687
**23 NORTH MAIN RECONSTRUCTION (GRESHAM) - DIVISION TO POWELL*****541 *88-014***04863*FAU9879*726*****0****								
Pre Eng	55,383	0	0	0	0	0	0	55,383
Constr	417,030	0	0	0	0	0	0	417,030
Reserve	0	0	0	0	0	0	11,587	11,587
Total	472,413	0	0	0	0	0	11,587	484,000
Total Multnomah County FAU System								
	4,037,924	0	0	0	0	0	11,587	4,049,511



Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year  
Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Clackamas County FAU System Projects

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**24 Finalled Vouchered Projects*****0 0000000*00000*****CLOSED
Pre Eng      248,064      0      0      0      0      0      0      248,064
Rt-of-Way    74,366      0      0      0      0      0      0      74,366
Constr      2,449,968      0      0      0      0      0      0      2,449,968
Reserve       0      0      0      0      0      0      0      0
Total      2,772,398      0      0      0      0      0      0      2,772,398

**25 Completed Projects not Vouchered*****1 0000000*00000*****
Pre Eng      73,546      0      0      0      0      0      0      73,546
Constr      195,517     -50,766      0      0      0      0      0      144,751
Total      269,063     -50,766      0      0      0      0      0      218,297

**26 LOWER BOONES FERRY RD - MADRONA TO SW JEAN*****68 *80-104***00677*FAU9473*703*****0****
Pre Eng      333,762      16,238      0      0      0      0      0      350,000
Rt-of-Way    339,924      210,076      0      0      0      0      0      550,000
Constr      659,470      0      1,216,609      0      0      0      0      1,876,079
Total      1,333,156      226,314      1,216,609      0      0      0      0      2,776,079

**27 HARMONY ROAD - LAKE ROAD TO 82ND DRIVE*****79 *10051B***05017*FAU9702*703*****0****
Pre Eng      36,992      0      0      0      0      0      0      36,992
Total      36,992      0      0      0      0      0      0      36,992

**28 82ND DRIVE - HWY 212 TO GLADSTONE/I-205 INTERCHANGE*****578 *10051B***00500*FAU9653*703*****0****
Rt-of-Way    162,581      86,993      0      0      0      0      0      249,574
Constr      631,383      0      0      0      0      0      0      631,383
Total      793,964      86,993      0      0      0      0      0      880,957

**29 RAILROAD AVENUE/HARMONY ROAD PHASE IV - SUNNYBROOK EXTENSION*****769 *86-083***04180*FAU9736*703*****0****
Pre Eng       0      0      210,249      0      0      0      0      210,249
Total       0      0      210,249      0      0      0      0      210,249

**30 BEAVERCREEK RD EXT (RED SOILS) - BEAVERCREEK RD TO WARNER - MILNE*****855 *10249***02375*FAU9742*703*****0****
Constr       0      0      172,930      0      0      0      0      172,930
Total       0      0      172,930      0      0      0      0      172,930

**31 MCLOUGHLIN BOULEVARD - HARRISON STREET THROUGH MILWAUKIE CBD*****892 *90-063***05651*FAP26***1E*****6****
Pre Eng       0      100,000      0      0      0      0      0      100,000
Reserve       0      0      0      0      0      833,000      833,000
Total       0      100,000      0      0      0      833,000      933,000

Total Clackamas County FAU System
5,205,573      362,541      1,599,788      0      0      0      833,000      8,000,902

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Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year  
Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Washington County FAU System Projects

**32 Finalized Vouchered Projects*****0 0000000*00000*****									
Pre Eng	513,692	0	0	0	0	0	0	513,692	
Rt-of-Way	184,602	0	0	0	0	0	0	184,602	
Constr	975,404	0	0	0	0	0	0	975,404	
Reserve	0	0	0	0	0	0	0	0	
Total	1,673,698	0	0	0	0	0	0	1,673,698	
**33 Completed Projects not Vouchered*****1 0000000*00000*****									
Pre Eng	507,907	0	0	0	0	0	0	507,907	
Constr	1,201,202	0	0	0	0	0	0	1,201,202	
Total	1,709,109	0	0	0	0	0	0	1,709,109	
**34 CORNELL ROAD RECONSTRUCTION - E MAIN TO ELAM YOUNG PARKWAY*****132 *80-038***00139*FAU9022*734*****0****									
Constr	258,367	0	0	0	0	0	0	258,367	
Total	258,367	0	0	0	0	0	0	258,367	
**35 BVVN/TUALATIN HWY AT SW BRIDGEPORT - SIGNAL/CHANNELIZE*****395 *10251***02089*FAU9091*141*****8****									
Constr	169,868	0	0	0	0	0	142	170,010	
Total	169,868	0	0	0	0	0	142	170,010	
**36 HALL / MCDONALD INTERSECTION IMPROVEMENTS*****396 *85-024***03719*FAU9091*141*****6****									
Rt-of-Way	2,232	0	0	0	0	0	293	2,525	
Constr	112,475	0	0	0	0	0	0	112,475	
Total	114,707	0	0	0	0	0	293	115,000	
**37 E STREET - PACIFIC AVENUE TO 23RD AVENUE*****572 *86-020***02426*FAU9012*734*****0****									
Constr	178,052	0	0	0	0	0	1,948	180,000	
Total	178,052	0	0	0	0	0	1,948	180,000	
**38 WASHINGTON COUNTY RESERVE*****836 *00-000***00000*VARvar**na*****0****									
Reserve	0	0	0	0	0	0	67,392	67,392	
Total	0	0	0	0	0	0	67,392	67,392	
**39 MAPLE STREET AT TUALATIN VALLEY HIGHWAY - SIGNAL*****866 *89-016***04622*FAU9032*734*****0****									
Constr	73,892	0	0	0	0	0	5,183	79,075	
Total	73,892	0	0	0	0	0	5,183	79,075	
Total Washington County FAU System									
	4,177,693	0	0	0	0	0	74,958	4,252,651	

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Tri-Met FAU System Projects

\*\*\*40 Finalized Vouchered Projects\*\*\*\*\*0 0000000\*00000\*\*\*\*\*CLOSED

Constr	1,110,747	0	0	0	0	0	0	1,110,747
Non-Hwy Cp	126,395	0	0	0	0	0	0	126,395
Total	1,237,142	0	0	0	0	0	0	1,237,142

\*\*\*41 TRI-MET RIDESHARE PROGRAM\*\*\*\*\*102 \*80-043\*\*\*00000\*VARvar\*\*na\*\*\*\*\*0\*\*\*\*

Operating	838,027	0	53,178	0	0	0	0	891,205
Total	838,027	0	53,178	0	0	0	0	891,205

\*\*\*42 LIGHT RAIL VEHICLE PURCHASE (T)\*\*\*\*\*695 \*00-000\*\*\*00000\*OR\*var\*\*na\*\*\*\*\*0\*\*\*\*

Non-Hwy Cp	850,000	0	0	0	0	0	0	850,000
Total	850,000	0	0	0	0	0	0	850,000

Total Tri-Met FAU System	2,925,169	0	53,178	0	0	0	0	2,978,347
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Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Federal Aid Urban System Program

Effective October 1, 1992

Project Description

Estimated Expenditures by Federal Fiscal Year  
Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Highway Division FAU System Projects

**43 Finalized Vouchered Projects*****0 0000000*00000*****CLOSED								
Pre Eng	227,478	0	0	0	0	0	0	227,478
Rt-of-Way	94,226	0	0	0	0	0	0	94,226
Constr	812,390	0	0	0	0	0	0	812,390
Total	1,134,094	0	0	0	0	0	0	1,134,094
**44 STATE STREET CORRIDOR ( OR43) - TERNILLIGER TO LADD*****133 *77-068***00359*FAU9565*3*****6****								
Constr	0	0	0	0	0	0	22,000	22,000
Total	0	0	0	0	0	0	22,000	22,000
**45 OR210 - SCHOLLS HWY AT 135TH AVE - SIGNAL/REALIGNMENT*****390 *80-112***00046*FAU9234*143*****7****								
Constr	81,435	0	0	0	0	0	28,451	109,886
Total	81,435	0	0	0	0	0	28,451	109,886
**46 US26 - MT HOOD HWY AT PALMQUIST/ORIENT RD - GRADE/PAVE/SIGNAL*****397 *10234***01470*FAP9873*26*****14****								
Constr	358	0	0	0	0	0	11,470	11,828
Total	358	0	0	0	0	0	11,470	11,828
**47 HIGHWAY 43 @ MCKILLICAN / HOOD AVENUE WIDENING*****853 *10252***00976*FAU9565*3*****11****								
Constr	77,413	0	0	0	0	0	1,353	78,766
Total	77,413	0	0	0	0	0	1,353	78,766
**48 OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO FANNO CREEK*****875 *86-077***03290*FAU9234*143*****7****								
Constr	2,393,794	0	0	0	0	0	203	2,393,997
Total	2,393,794	0	0	0	0	0	203	2,393,997
Total Highway Division FAU System								
	3,687,094	0	0	0	0	0	63,477	3,750,571

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Metro Region and FAU Reserve Projects

\*\*49 Finalized Vouchered Projects\*\*\*\*\*0 0000000\*00000\*\*\*\*\*CLOSED

Pre Eng	463,280	0	0	0	0	0	0	463,280
Rt-of-Way	318,162	0	0	0	0	0	0	318,162
Constr	1,147,655	0	0	0	0	0	0	1,147,655
Pending	0	0	0	0	0	0	0	0
Total	1,929,097	0	0	0	0	0	0	1,929,097

\*\*50 UNALLOCATED FEDERAL-AID URBAN FUNDS\*\*\*\*\*114 \*00-000\*\*00000\*VARvar\*\*na\*\*\*\*\*0\*\*\*\*

Reserve	0	0	0	0	0	0	178,685	178,685
Total	0	0	0	0	0	0	178,685	178,685

Total Metro Region and FAU Reserve  
1,929,097 0 0 0 0 0 178,685 2,107,782

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year  
Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Metro Region Total								
21,962,550	362,541	1,652,966	0	0	0	1,161,707	25,139,764	
Report Total								
36,255,910	1,853,165	2,652,966	0	0	0	3,456,409	44,218,450	

Metropolitan Service District  
Transportation Improvement Program  
Regional Surface Transportation Program Projects  
Obligations Through 06/30/92

P.R.  
1/92  
Page 1

	Obligated	1992	1993	1994	1995	1996	Post 1996	Authorized
***1 REGIONAL SURFACE TRANSPORTATION PROGRAM RESERVE*****100 *00-000***00000*na*na***na*****0****								
Reserve	0	8,346,711	10,404,832	0	0	9,360,519	10,455,251	38,567,313
Total	0	8,346,711	10,404,832	0	0	9,360,519	10,455,251	38,567,313
***2 METRO PLANNING*****126 *80-404***00000*VARvar***na*****0****								
Pre Eng	282,602	15,200	0	0	0	0	0	297,802 *
Total	282,602	15,200	0	0	0	0	0	297,802
***3 WESTSIDE LIGHT RAIL EXTENSION TO SW 185TH AVENUE*****206 *00-000***00000*TRA*****na*****0****								
Non-Hwy Cp	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
***4 WESTSIDE LIGHT RAIL EXTENSION TO HILLSBORO*****246 *00-000***06595*TRA*****na*****0****								
Non-Hwy Cp	0	0	0	11,000,000	11,000,000	0	0	22,000,000
Total	0	0	0	11,000,000	11,000,000	0	0	22,000,000
Total	282,602	8,361,911	10,404,832	11,000,000	11,000,000	9,360,519	10,455,251	60,865,115

Other Programs



Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

State Highway Program

Effective October 1, 1992

Project Description

Estimated Expenditures by Federal Fiscal Year  
Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Federal-Aid Interstate Projects

***1 I-5 - E MARQUAM INTCHG (SE WATER AVE RAMPS) - (I)*****345 *76-011**05697*FAI5****1*****301*****								
Constr	0	0	0	0	0	0	17,794,600	17,794,600
Total	0	0	0	0	0	0	17,794,600	17,794,600
***2 I-84 - NE 181ST AVE TO 223RD AVE - WIDEN, NEW INTCHGS*****372 *84-023a**00787*FAI84****2*****13*****								
Pre Eng	1,132,646	0	0	0	0	0	0	1,132,646
Constr	0	0	26,680,000	0	0	0	0	26,680,000
Total	1,132,646	0	26,680,000	0	0	0	0	27,812,646
Total Federal-Aid Interstate Projects								
	1,132,646	0	26,680,000	0	0	0	17,794,600	45,607,246

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year  
Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Federal-Aid Interstate 4R Projects

***3 I-205 - AIRPORT WY TO COLUMBIA BLVD - WIDEN SB ON-RAMP, ADD AUX L*****306 *86-062***03270*FAI205**64*****24*****							
Constr	0	460,000	0	0	0	0	460,000
Total	0	460,000	0	0	0	0	460,000
***4 I-5 - EAST MARQUAM INTERCHANGE GRAND AVE/ML KING AVE RAMPS (III)*****320 *76-011***00597*FAI5****1*****301*****							
Constr	0	0	0	0	0	53,856,480	53,856,480
Total	0	0	0	0	0	53,856,480	53,856,480
***5 I-5 - NB CONNECTION TO SB I-405(8958E) - DECK RESTORATION*****336 *10217***01489*FAI5****1*****303*****							
Constr	0	0	0	0	0	1,420,188	1,420,188
Total	0	0	0	0	0	1,420,188	1,420,188
***6 I-5 - TERWILLIGER BLVD INTERCHANGE OVERCROSSING/RAMPS*****360 *84-055***01945*FAU9383*1*****297*****							
Constr	0	11,868,000	0	0	0	0	11,868,000
Total	0	11,868,000	0	0	0	0	11,868,000
***7 I-5 - STAFFORD INTERCHANGE*****403 *86-061***03271*FAI5****1*****286*****							
Pre Eng	654,463	129,000	0	0	0	0	783,463
Rt-of-Way	2,003,941	0	0	0	0	0	2,003,941
Constr	0	0	0	8,447,352	0	0	8,447,352
Total	2,658,404	129,000	0	8,447,352	0	0	11,234,756
***8 I-5 - GEOLOGICAL INVESTIGATION OF PAVEMENT SUBSIDENCE MP287*****472 *85-008***02910*FAI5****1*****287*****							
Constr	0	0	0	737,760	0	0	737,760
Total	0	0	0	737,760	0	0	737,760
***9 I-205 - AT SANDY BLVD WEST BOUND CONNECTION*****682 *86-058***04059*FAI205**64*****24*****							
Pre Eng	38,548	0	0	0	0	0	38,548
Constr	0	360,000	0	0	0	0	360,000
Total	38,548	360,000	0	0	0	0	398,548
***10 I-5 - UPPER BOONES FERRY TO I-205 INTERCHANGE*****876 *84-127***02499*FAI5****1*****289*****							
Pre Eng	145,230	164,595	0	0	0	0	309,825
Constr	0	3,128,000	0	0	0	0	3,128,000
Total	145,230	3,292,595	0	0	0	0	3,437,825
***11 I-5 - AT HIGHWAY 217/KRUSE WAY INTERCHANGE CONNECTION*****893 *86-056***03277*FAI5****1*****292*****							
Constr	0	0	0	38,824,620	0	0	38,824,620
Total	0	0	0	38,824,620	0	0	38,824,620
***12 I-84 - UPRR ( GRAHAM ROAD) BRIDGE #6967 REPLACEMENT*****911 *00-000***03342*FAU9883*2*****18*****							
Constr	0	2,631,200	0	0	0	0	2,631,200
Total	0	2,631,200	0	0	0	0	2,631,200
***13 I-84 COLUMBIA RIVER HIGHWAY - 223RD AVENUE TO TROUTDALE*****922 *84-023b**04738*FAI68**2*****15*****							
Constr	0	0	29,049,300	0	0	0	29,049,300
Total	0	0	29,049,300	0	0	0	29,049,300
***14 REGIONAL RAMP METERING, TRAFFIC LOOP REPAIR, AND MESSAGE SIGNING*****927 *90-039***05503*VARvar**var*****0*****							
Constr	0	875,840	0	0	0	0	875,840
Total	0	875,840	0	0	0	0	875,840
Total Federal-Aid Interstate 4R Projects							
	2,842,182	19,616,635	0	29,049,300	48,009,732	0	55,276,668 154,794,517

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Federal-Aid Primary Projects

**15 TUALATIN VALLEY HWY - HILLSBORO SIGNALS(13 LOCATIONS)*****878 *84-034***03334*FAP32***29*****13*****								
Const	0	686,400	0	0	0	0	0	686,400
Total	0	686,400	0	0	0	0	0	686,400
Total Federal-Aid Primary Projects								
	0	686,400	0	0	0	0	0	686,400

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Highway Bridge Replacement Projects

<b>**16 I-5 - SEISMIC RETROFIT FIVE BRIDGES - PHASE I*****220 *92-001***06467*FAI5***1*****302*****</b>								
Constr	0	0	832,000	0	0	0	0	832,000
Total	0	0	832,000	0	0	0	0	832,000
<b>**17 US-30B - ST JOHNS BRIDGE JOINT REPAIR*****245 *00-000***06022*FAU9966*123*****1*****</b>								
Constr	0	0	0	0	0	0	1,160,000	1,160,000
Total	0	0	0	0	0	0	1,160,000	1,160,000
<b>**18 HAWTHORNE BRIDGE(#2757E) PHASE II - SERVICE LIFE EXTENSION*****407 *85-037a**04069*FAU9366*726*****0*****</b>								
Pre Eng	95,960	0	0	0	0	0	0	95,960
Constr	0	1,240,000	0	0	0	0	0	1,240,000
Total	95,960	1,240,000	0	0	0	0	0	1,335,960
<b>**19 HAWTHORNE BRIDGE EAST APPROACH RAMP REPLACEMENT(#2757C)*****506 *84-097***02914*FAU9366*726*****0*****</b>								
Pre Eng	248,240	0	0	0	0	0	0	248,240
Constr	0	1,040,000	0	0	0	0	0	1,040,000
Total	248,240	1,040,000	0	0	0	0	0	1,288,240
<b>**20 I-5 - W MARQUAM INTCHG TO MARQUAM BRIDGE - RETROFIT CONNECTIONS*****925 *90-057***05745*FAI5***1*****300*****</b>								
Constr	0	0	7,392,000	0	0	0	0	7,392,000
Total	0	0	7,392,000	0	0	0	0	7,392,000
<b>**21 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR*****928 *90-053***04340*VARvar**var*****0*****</b>								
Constr	0	0	0	896,000	0	0	0	896,000
Total	0	0	0	896,000	0	0	0	896,000
<b>Total Highway Bridge Replacement Projects</b>								
	344,200	2,280,000	8,224,000	896,000	0	0	1,160,000	12,904,200

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year  
Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Hazard Elimination System Projects

**22 OR213 - CASCADE HWY SO - ABERNETHY RD TO BEAVERCREEK RD*****203 *91-001***05821*FAP78***160*****0*****								
Constr	0	549,000	0	0	0	0	0	549,000
Total	0	549,000	0	0	0	0	0	549,000
**23 SE STARK STREET AT SE 202ND AVENUE - SIGNAL UPGRADE*****209 *91-011***06366*FAU9810*726*****0*****								
Pre Eng	0	18,000	0	0	0	0	0	18,000
Constr	0	176,400	0	0	0	0	0	176,400
Total	0	194,400	0	0	0	0	0	194,400
**24 BEAVERTON TUALATIN HWY @ SW WASHINGTON DRIVE*****211 *86-088***03611*fau9091*141*****4*****								
Rt-of-Way	0	31,500	0	0	0	0	0	31,500
Constr	0	207,000	0	0	0	0	0	207,000
Total	0	238,500	0	0	0	0	0	238,500
**25 OR-99E - PACIFIC HIGHWAY EAST AT LOMBARD (PORTLAND)*****259 *****06581*FAP26***1E*****4*****								
Constr	0	0	360,000	0	0	0	0	360,000
Total	0	0	360,000	0	0	0	0	360,000
**26 BEAVERTON/TUALATIN HWY AT SW OAK - SIGNAL/LEFT TURN LANES*****414 *84-066***00764*FAU9091*141*****4*****								
Constr	0	190,000	0	0	0	0	0	190,000
Total	0	190,000	0	0	0	0	0	190,000
**27 HAZARD ELIMINATION PROJECTS AT OR UNDER \$100,000*****522 *****06390*VARvar**var*****0*****								
Constr	0	0	225,000	0	0	0	0	225,000
Total	0	0	225,000	0	0	0	0	225,000
**28 OR210 - SCHOLLS HWY AT SW JAMIESON ROAD - LT TURN REFUGE*****677 *86-112***03916*FAU9234*143*****12*****								
Constr	0	0	144,000	0	0	0	0	144,000
Total	0	0	144,000	0	0	0	0	144,000
**29 NE HALSEY STREET AT NE 148TH AVE - SIGNAL UPGRADE*****909 *89-040***05825*FAU9858*726*****0*****								
Constr	0	109,800	0	0	0	0	0	109,800
Total	0	109,800	0	0	0	0	0	109,800
Total Hazard Elimination System Projects								
	0	1,281,700	729,000	0	0	0	0	2,010,700

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

State Modernization Projects

**30 I-205 - COLUMBIA BLVD SOUTHBOUND ON-RAMP*****233 *00-000***05861*FAI205**64*****24*****									
Constr	0	0	0	0	0	368,880	0	368,880	
Total	0	0	0	0	0	368,880	0	368,880	
**31 OR-8 TUALATIN VALLEY HWY - BEAV/TIGARD HWY TO 117TH*****240 *00-000***06131*FAP32***29*****3*****									
Constr	0	0	0	0	0	4,074,400	0	4,074,400	
Total	0	0	0	0	0	4,074,400	0	4,074,400	
**32 OR213 CASCADE SOUTH - E PORTLAND FREEWAY TO HOLCOMB BOULEVARD*****921 *90-001***05625*FAP78***160*****0*****									
Constr	0	750,000	0	0	0	0	0	750,000	
Total	0	750,000	0	0	0	0	0	750,000	
**33 OR208 - FARMINGTON ROAD - 209TH AVENUE TO MURRAY BOULEVARD*****934 *86-060***03279*FAU9064*142*****5*****									
Constr	0	0	0	0	0	3,880,000	0	3,880,000	
Total	0	0	0	0	0	3,880,000	0	3,880,000	
Total State Modernization Projects									
	0	750,000	0	0	0	8,323,280	0	9,073,280	

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Total Cost Dollars

Effective October 1, 1992

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

State Operations Projects

**34 US30BY - ST JOHNS BRIDGE PAINTING*****202 *91-010***05797*FAU9966*123*****1*****							
Constr	0	2,822,000	0	0	0	0	2,822,000
Total	0	2,822,000	0	0	0	0	2,822,000
**35 BEAVERTON TUALATIN HWY @ SW WASHINGTON DRIVE*****211 *86-088***03611*fau9091*141*****4*****							
Pre Eng	0	43,820	0	0	0	0	43,820
Total	0	43,820	0	0	0	0	43,820
**36 I-84 - HALSEY STREET UNDERCROSSING BRIDGE #13516*****221 *92-009***00000*FAI2***2*****6*****							
Constr	0	315,000	0	0	0	0	315,000
Total	0	315,000	0	0	0	0	315,000
**37 OR-99W - SW HAMILTON TO BEAVERTON/HILLSDALE HWY JCT - GUARDRAIL*****224 *****06020*FAP9***1W*****2*****							
Constr	0	0	290,000	0	0	0	290,000
Total	0	0	290,000	0	0	0	290,000
**38 OR-8 - TUALATIN VALLEY OVERLAY - 110TH TO 160TH*****234 *00-000***05859*FAP32***29*****3*****							
Constr	0	0	0	0	1,020,800	0	1,020,800
Total	0	0	0	0	1,020,800	0	1,020,800
**39 OR-8 - TUALATIN VALLEY HWY AT MARKET CENTRE ENTRANCE*****257 *****06579*FAP32***29*****8*****							
Constr	0	0	500,000	0	0	0	500,000
Total	0	0	500,000	0	0	0	500,000
**40 I-405 - FREMONT BRIDGE/RAMPS DECK RESTORATION AND JOINT REPAIR*****377 *87-007***05855*FAI405**61*****4*****							
Constr	0	0	1,390,000	0	0	0	1,390,000
Total	0	0	1,390,000	0	0	0	1,390,000
**41 STATE FINANCED PROJECTS AT OR UNDER \$100,000*****412 *79-049c**00000*VARvar**var*****0*****							
Pre Eng	0	25,000	0	0	0	0	25,000
Constr	0	290,000	0	0	0	0	290,000
Total	0	315,000	0	0	0	0	315,000
**42 HAZARD ELIMINATION PROJECTS AT OR UNDER \$100,000*****522 *88-041***04955*VARvar**var*****0*****							
Constr	0	195,700	0	0	0	0	195,700
Total	0	195,700	0	0	0	0	195,700
**43 HALL BOULEVARD AT BURNHAM STREET - SIGNAL*****728 *85-033***03913*FAU9091*141*****6*****							
Constr	0	130,000	0	0	0	0	130,000
Total	0	130,000	0	0	0	0	130,000
**44 OR8 TV HWY - CANYON LANE TO WALKER ROAD - TRAFFIC SIGNALS*****912 *90-007***04401*FAP32***29*****0*****							
Constr	0	270,000	0	0	0	0	270,000
Total	0	270,000	0	0	0	0	270,000
**45 OR99W PACIFIC HWY WEST AT 124TH AVENUE - SIGNAL/REALIGN*****914 *00-000***05301*FAP9***1W*****13*****							
Constr	0	0	0	0	870,000	0	870,000
Total	0	0	0	0	870,000	0	870,000
**46 OR217 BEAV/TIG HWY - SUNSET HWY TO I-5 - RAMP METERING*****915 *90-056***01497*FAP79***144*****7*****							
Constr	0	0	450,000	0	0	0	450,000
Total	0	0	450,000	0	0	0	450,000
**47 REGIONAL RAMP METERING, TRAFFIC LOOP REPAIR, AND MESSAGE SIGNING*****927 *90-038***04381*VARvar**var*****0*****							
Constr	0	800,000	0	0	0	0	800,000
Total	0	800,000	0	0	0	0	800,000
**48 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR*****928 *90-052***05623*VARvar**var*****0*****							
Constr	0	0	200,000	0	0	0	200,000
Total	0	0	200,000	0	0	0	200,000
**49 REGIONAL GUARDRAIL IMPROVEMENTS*****929 *90-048***05321*VARVAR**var*****0*****							
Constr	0	0	0	920,000	0	0	920,000
Total	0	0	0	920,000	0	0	920,000
Total State Operations Projects							
	0	4,891,520	2,830,000	920,000	0	1,890,800	10,532,320

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Total Cost Dollars

Effective October 1, 1992

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year  
Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Bikeways Projects

**50 OR-43 OSWEGO HWY RETAINING WALL/BIKEWAY - MCVEY TO BURNHAM*****231 *00-000***06130*FAU9565*3*****7*****								
Constr	0	0	0	0	387,200	0	0	387,200
Total	0	0	0	0	387,200	0	0	387,200
**51 BIKEWAY PROJECTS*****384 *10169D***03949*VARvar**na*****0*****								
Constr	0	200,000	400,000	840,000	160,000	0	0	1,600,000
Total	0	200,000	400,000	840,000	160,000	0	0	1,600,000
Total Bikeways Projects								
	0	200,000	400,000	840,000	547,200	0	0	1,987,200



Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Total Cost Dollars

Effective October 1, 1992

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Access Oregon Highway Projects

**52 MCLOUGHLIN BLVD PHASE I - TACOMA OVERPASS AND HARRISON/RIVER RD*****134 *77-159a**04872*FAP26***1E*****4*****								
Constr	0	9,500,000	0	0	0	0	0	9,500,000
Total	0	9,500,000	0	0	0	0	0	9,500,000
**53 PACIFIC HIGHWAY WEST AT EDY / SCHOLLS - SIX CORNERS*****463 *88-040***04358*FAP9***1W*****15*****								
Rt-of-Way	0	2,000,000	0	0	0	0	0	2,000,000
Constr	0	2,800,000	0	0	0	0	0	2,800,000
Total	0	4,800,000	0	0	0	0	0	4,800,000
**54 WESTERN BYPASS - PHASE I - SUNSET HWY TO PACIFIC HWY*****720 *88-011***05124*VARTbd**734*****0*****								
Pre Eng	0	1,037,500	0	0	0	0	0	1,037,500
Total	0	1,037,500	0	0	0	0	0	1,037,500
Total Access Oregon Highway Projects								
	0	15,337,500	0	0	0	0	0	15,337,500

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated

1992

1993

1994

1995

1996

Post 1996

Authorized

State Surface Transportation Program Projects

**55 WESTSIDE LIGHT RAIL EXTENSION TO SW 185TH AVENUE*****	206	*00-000***00000*TRA*****na*****	0	0	0	0	0	0	0
Non-Hwy Cp			0	0	0	0	0	0	0
Constr			0	0	0	0	0	0	0
Total			0	0	0	0	0	0	0
**56 I-84 - I-84 AT 82ND AVENUE PARK AND RIDE LOT*****	222	*00-000***06243*FAI84***2*****5*****	0	0	0	0	0	0	0
Constr			0	0	0	0	0	0	0
Total			0	0	0	0	0	0	0
**57 I-84 - ARGAY DOWNS SOUNDWALL (PORTLAND)*****	223	*00-000***05746*FAI84***2*****7*****	0	0	0	0	0	0	0
Constr			0	0	0	0	0	0	0
Total			0	0	0	0	0	0	0
**58 I-84 - GATEWAY PARK AND RIDE LOT*****	225	*00-000***06241*FAI84***2*****6*****	0	0	0	0	0	0	0
Constr			0	0	0	0	0	0	0
Total			0	0	0	0	0	0	0
**59 OR-210 - SCHOLLS AT BEEF BEND ROAD - LEFT TURN REFUGE*****	232	*00-000***04440*FAU9234*143*****5*****	0	0	0	0	0	0	0
Constr			0	0	0	0	0	0	0
Total			0	0	0	0	0	0	0
**60 OR-99E MCLOUGHLIN BLVD PH IV - SE HAROLD ST TO SE TACOMA ST INTC*****	241	*00-000***04875*FAP26***1E*****3*****	0	0	0	0	0	0	0
Constr			0	0	0	0	0	0	0
Total			0	0	0	0	0	0	0
**61 US26 - SUNSET HIGHWAY OVERLAY - STOREY CREEK TO CORNELL ROAD*****	267	*90-027d**03663*FAP27***47*****60*****	0	0	0	0	0	0	0
Constr			0	0	0	0	0	0	0
Total			0	0	0	0	0	0	0
**62 I-205 - WILLAMETTE RIVER BRIDGE ICE DETECTORS*****	332	*86-099***03280*FAI205**64*****9*****	0	0	0	0	0	0	0
Constr			0	0	0	0	0	0	0
Total			0	0	0	0	0	0	0
**63 I-405 EAST FREMONT BRIDGE APPROACH*****	376	*00-000***05856*FAI405**61*****4*****	0	0	0	0	0	0	0
Constr			0	0	0	0	0	0	0
Total			0	0	0	0	0	0	0
**64 US26 - SUNSET / NW 185TH AVE INTERCHANGE*****	426	*84-013***00847*FAP27***47*****64*****	0	0	0	0	0	0	0
Constr			0	0	0	0	0	0	0
Total			0	0	0	0	0	0	0
**65 REGIONAL RAMP METERING, TRAFFIC LOOP REPAIR, AND MESSAGE SIGNING*****	927	*90-022***05278*VARvar**var*****0*****	0	0	0	0	0	0	0
Constr			0	0	0	0	0	0	0
Total			0	0	0	0	0	0	0
**66 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR*****	928	*90-040***04343*VARvar**var*****0*****	0	0	0	0	0	0	0
Constr			0	0	0	0	0	0	0
Total			0	0	0	0	0	0	0
Total State Surface Transportation Program Projects			0	0	0	0	0	0	0
			0	0	0	0	0	0	0

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year  
Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

State Surface Transportation Program (Safety) Projects

**67 I-205 - I-205 AT GLISAN NORTHBOUND; AT NE GLISAN SOUTHBOUND*****227 *00-000**05857*FAI205**64*****21*****								
Constr	0	0	0	0	451,878	0	0	451,878
Total	0	0	0	0	451,878	0	0	451,878
**68 OR-210 SCHOLLS HIGHWAY NORTHBOUND AT HIGHWAY 217 LT LANE*****242 *00-000**06010*FAU9234*143*****9*****								
Constr	0	0	0	0	0	0	316,800	316,800
Total	0	0	0	0	0	0	316,800	316,800
**69 OR210 - FANNO CREEK TO BEAVERTON/TIGARD HWY (TIGARD)*****881 *86-049**03908*FAU9234*143*****9*****								
Rt-of-Way	0	30,000	0	0	0	0	0	30,000
Constr	0	0	792,000	0	0	0	0	792,000
Total	0	30,000	792,000	0	0	0	0	822,000
**70 OR43 - OSWEGO HIGHWAY AT JOLIE POINTE ROAD*****884 *86-054**03939*FAU9565*3*****10*****								
Constr	0	0	0	400,000	0	0	0	400,000
Total	0	0	0	400,000	0	0	0	400,000
Total State Surface Transportation Program (Safety) Projects								
	0	30,000	792,000	400,000	451,878	0	316,800	1,990,678

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year  
Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

National Highway System Program Projects

**71 US-26 - MURRAY ROAD TO HIGHWAY 217*****256 *00-000***06021*FAP27***47*****67*****									
Constr	0	0	0	0	0	0	16,380,000	16,380,000	
Total	0	0	0	0	0	0	16,380,000	16,380,000	
**72 I-205 - COLUMBIA RIVER TO NE FAILING GRADING/LNDSCPG*****334 *87-009***02511*FAI205**64*****23*****									
Constr	0	0	1,720,400	0	0	0	0	1,720,400	
Total	0	0	1,720,400	0	0	0	0	1,720,400	
**73 I-5 - BOONES FERRY RD TO COMMERCE CIRCLE (WILSONVILLE)*****406 *86-061a**06023*fas*****0*****286*****									
Constr	0	0	0	756,204	0	0	0	756,204	
Total	0	0	0	756,204	0	0	0	756,204	
**74 OR8 TV HIGHWAY - SHUTE PARK TO SE 21ST AVE - HILLSBORO*****828 *79-085b**05024*FAP32***29*****11*****									
Constr	0	0	0	4,092,000	0	0	0	4,092,000	
Total	0	0	0	4,092,000	0	0	0	4,092,000	
**75 I-205 - E PORTLAND FREEWAY AT SUNNYBROOK INTERCHANGE*****865 *86-082***03346*FAI205**64*****14*****									
Constr	0	0	0	0	0	0	20,011,740	20,011,740	
Total	0	0	0	0	0	0	20,011,740	20,011,740	
Total National Highway System Program Projects									
	0	0	1,720,400	4,848,204	0	0	36,391,740	42,960,344	

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

State Congestion Mitigation/Air Quality Program Projects

**76 OR-43 - TAYLOR'S FERRY ROAD TO I-205 (MACS)*****226 *00-000***05853*FAU9565*3*****2*****								
Constr	0	0	0	1,390,400	0	0	0	1,390,400
Total	0	0	0	1,390,400	0	0	0	1,390,400
**77 US-30B - SANDY BLVD METROPOLITAN AREA CORRIDOR STUDY*****230 *00-000***06239*FAU9326*59*****0*****								
Constr	0	0	0	0	3,880,800	0	0	3,880,800
Total	0	0	0	0	3,880,800	0	0	3,880,800
**78 SUNSET HWY AT VISTA RIDGE TUNNEL MESSAGE SIGNING(III)*****386 *10143c***01892*FAP27***47*****72*****								
Constr	0	0	0	1,320,000	0	0	0	1,320,000
Total	0	0	0	1,320,000	0	0	0	1,320,000
**79 OR217 BEAV/TIG HWY - SUNSET HWY TO I-5 - RAMP METERING*****915 *90-056A**06231*FAP79***144*****7*****								
Constr	0	0	540,000	0	0	0	0	540,000
Total	0	0	540,000	0	0	0	0	540,000
**80 REGIONAL RAMP METERING, TRAFFIC LOOP REPAIR, AND MESSAGE SIGNING*****927 *90-047***04383*VARvar**var*****0*****								
Constr	0	0	0	460,000	0	0	0	460,000
Total	0	0	0	460,000	0	0	0	460,000
Total State Congestion Mitigation/Air Quality Program Projects								
	0	0	540,000	3,170,400	3,880,800	0	0	7,591,200

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year  
Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Other Funding Programs Projects

**81 US-26 - CEDAR HILLS BLVD INTERCHANGE TO SW 76TH AVENUE*****247 *88-033d**06597*FAP27***47*****68*****								
Constr	0	0	30,800,000	0	0	0	0	30,800,000
Total	0	0	30,800,000	0	0	0	0	30,800,000
**82 US-26 - SW 82ND PLACE (GOLF CREEK ACCESS ROAD)*****250 *88-033i**06596*FAP27***47*****69*****								
Constr	0	0	950,000	0	0	0	0	950,000
Total	0	0	950,000	0	0	0	0	950,000
**83 US-26 - HIGHLANDS (ZOO) INTERCHANGE*****251 *88-033e**06015*FAP27***47*****72*****								
Constr	0	0	7,130,000	0	0	0	0	7,130,000
Total	0	0	7,130,000	0	0	0	0	7,130,000
**84 US-26 - SYLVAN INTERCHANGE TO HIGHLANDS INTERCHANGE*****253 *88-033f**06016*FAP27***47*****71*****								
Constr	0	0	0	9,870,000	0	0	0	9,870,000
Total	0	0	0	9,870,000	0	0	0	9,870,000
**85 US-26 - CAMELOT INTERCHANGE TO SYLVAN INTERCHANGE*****254 *88-033g**06017*FAP27***47*****68*****								
Constr	0	0	0	58,500,000	0	0	0	58,500,000
Total	0	0	0	58,500,000	0	0	0	58,500,000
**86 US-26 - BEAVETON/TIGARD HIGHWAY TO CAMELOT INTERCHANGE*****255 *88-033h**06018*FAP27***47*****69*****								
Constr	0	0	0	0	3,940,000	0	0	3,940,000
Total	0	0	0	0	3,940,000	0	0	3,940,000
**87 OR-217 - SUNSET HIGHWAY TO TUALATIN VALLEY HIGHWAY*****258 *****06598*FAP79***144*****0*****								
Constr	0	0	11,900,000	0	0	0	0	11,900,000
Total	0	0	11,900,000	0	0	0	0	11,900,000
Total Other Funding Programs Projects	0	0	50,780,000	9,870,000	58,500,000	3,940,000	0	123,090,000

Metropolitan Service District  
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Total Cost Dollars

State Highway Program

Effective October 1, 1992

Project Description

Estimated Expenditures by Federal Fiscal Year  
Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

report total

4,319,028 50,500,755 94,540,400 53,069,104 112,690,410 41,978,054 110,939,808 468,037,559

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Annual Element Year



**METRO**

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

# Memorandum

Date: September 16, 1992

To: JPACT

From: *KZ* Andrew C. Cotugno, Planning Director

Re: Resolution No. 92-1668 - For the Purpose of Reaffirming  
the Intent to Pursue a Local Option Vehicle Registration  
Fee

The above referenced resolution is scheduled for adoption at the JPACT meeting tomorrow. At the request of the Metro Executive Officer, I have made proposed changes to the resolution as reflected in the attachment for consideration by JPACT.

The changes reflect a concern that is premature to commit to referring a measure to the voters without having completed the work to define the program and in advance of the upcoming '93 Legislative session. As a result, these changes suggest proceeding with the work program outlined in the resolution and scheduling consideration of whether or not to refer a measure to the voters after the '93 Legislature adjourns. Other parts of the resolution remain the same, including:

- Continued recognition that the region is interested in a local option vehicle registration fee for arterial-related improvements;
- The previous deadline for Metro to take action of November 1992 is deferred to November 1993; and
- If a decision is not made to refer a measure to the voters by November 1993, JPACT will have to recommend how to proceed, including the possibility of separate county local option registration fees.

If these are acceptable changes to JPACT, I recommend proceeding with adoption to allow the proposed work program to begin. If further consideration is needed, I recommend referring the matter back to the JPACT Finance Committee scheduled to meet Monday, September 21, 1992.

ACC:lmk

Attachment



## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 92-1668 FOR THE PURPOSE OF ~~REAFFIRMING DEFERRING THE INTENT TO PURSUE~~IT OF A LOCAL OPTION VEHICLE REGISTRATION FEE FOR ARTERIAL-RELATED IMPROVEMENTS

Date: September 8, 1992

Presented by: Andrew Cotugno

## FACTUAL BACKGROUND AND ANALYSIS

### Proposed Action

Adoption of Resolution No. 92-1668 would:

1. Reaffirm Defer Metro's ~~intent to seek pursuit of~~ voter approval ~~of~~ for a local option vehicle registration fee for arterial-related improvements;
2. Extend the intended deadline from November 1992 to November 1993; and
3. Adopt a work program to develop the program of projects and prepare for the vote and allocate \$350,000 of "Surface Transportation Program" (STP) funds.

### Background

In January 1989, Metro adopted a comprehensive funding strategy encompassing five major elements:

- Major Highway Improvements
- LRT Expansion
- Arterial Improvements
- Expanded Bus Service
- Road Maintenance and Preservation

The local option vehicle registration fee was the key proposal for funding arterial improvements. Upon approval of the Oregon Legislature of enabling legislation, Metro established its intent to use this authority in July 1990 by Resolution No. 90-1301. Progress has been made in each category with the exception of the local option fee.

In July 1992, JPACT considered whether to recommend proceeding with the local option fee at the November 1992 ballot. At that time, it was recognized that insufficient time existed to put together a credible program and that it was preferable to wait until after the '93 Legislature deals with transportation funding recommendations resulting from the Oregon Transportation Plan and Roads Finance Study.

In addition, it was recognized that this program needs to be

integrated with the funding strategies for the other areas, including allocation of STP funds, funding for alternative modes, (such as bikes, pedestrians, transit and demand management) and funding for the next regional LRT corridor.

The schedule for the local option vehicle registration fee work program is designed to complete development of the program of projects by March 1993 in order to then allow consideration of ~~May, June, September and November ballot dates~~ funding strategies. ~~At the time~~ If a decision is made to proceed with referring of the measure to the ballot, it will also be necessary to execute an intergovernmental agreement with the three counties, Portland and Tri-Met. According to law, since multiple jurisdictions were given the authority to ask the voters for the fee, it is necessary to execute an intergovernmental agreement specifying which jurisdiction will proceed, at what fee level and for what purpose. Execution of that agreement will be sought based upon the program of projects that is referred to the voters.

The proposed Metro budget included a work element in the Transportation Department to develop this program via the use of interfund borrowing to be paid back through proceeds from the fee. This allocation of STP funds is in lieu of interfund borrowing.

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF REAFFIRMING	)	RESOLUTION NO. 92-1668
<del>DEFERRING THE INTENT TO PURSUE IT</del>	)	
OF A LOCAL OPTION VEHICLE REGIS-	)	Introduced by
TRATION FEE FOR ARTERIAL-RELATED	)	Councilor Richard Devlin
IMPROVEMENTS	)	

WHEREAS, The Regional Transportation Plan, adopted by Ordinance No. 92-433, identifies a comprehensive transportation improvement program which includes a significant need to adopt new funding mechanisms; and

WHEREAS, Resolution No. 89-1035 adopted a comprehensive financing strategy for major highway corridors, LRT construction, urban arterials, and expanded transit operations; and

WHEREAS, Oregon Revised Statutes, Chapter 864, allows Metro to seek voter approval for a local option vehicle registration fee subject to execution of an Intergovernmental Agreement with Multnomah, Washington and ~~Clark~~ Clackamas Counties; Tri-Met; and the City of Portland defining the fee amount and purpose; and

WHEREAS, Resolution No. 90-1301 established Metro's intent to seek, by November 1992, a local option vehicle registration fee to establish an Arterial Fund; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District:

1. ~~Reaffirms Defers its intent to seek pursuit of~~ voter approval ~~of~~ for a local option vehicle registration fee for arterial-related improvements.

2. That the program will be defined and ~~referred~~ a decision made on whether or not to refer a measure to the voters on or

before November 1993.

3. That the overall program structure will be integrated with a comprehensive transportation funding strategy for the state and region and will be consistent with the framework described in Exhibit A.

4. That up to \$350,000 of Surface Transportation Program funds are allocated to commence a work program consistent with Exhibit B and the FY 93 Unified Work Program is amended accordingly. The final amount is subject to local government contributions.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_ day of \_\_\_\_\_, 1992.

ACC:lmk  
92-1668.RES  
9-8-92

## EXHIBIT A

### CONCEPT DRAFT OF INTERGOVERNMENTAL AGREEMENT ON A REGIONAL VEHICLE REGISTRATION FEE FOR ROADS

#### A. Timeframe

1. The A decision will be made on whether or not a regional measure shall will be referred to the ballot on or before an election date of November 1993.
2. The specific election date will be determined in accordance with the procedures set forth in this intergovernmental agreement.
3. This intergovernmental agreement terminates effective December 1, 1993 unless the regional Vehicle Registration Fee measure has passed.

#### B. Purpose of Vehicle Registration Fee

1. Revenues from the Vehicle Registration Fee must concern arterials, collectors or other improvements designated by JPACT as required by ORS. Consideration will be given to arterial improvements to benefit bike, pedestrian and transit modes.

#### C. Amount of Fee

1. The regional Vehicle Registration Fee shall be an amount equal to the state fee.

#### D. Annual Allocation of Proceeds to Regional Arterial Funds

1. Metro shall establish five distinct sub-funds to the Regional Arterial Fund.
  - a. The Multnomah County Regional VRF Fund
  - b. The Clackamas County Regional VRF Fund
  - c. The Washington County Regional VRF Fund
  - d. The City of Portland Regional VRF Fund
  - e. The Regional Allocation VRF Fund
2. Prior to allocating gross proceeds to the five funds, Metro is appropriated one-tenth of 1 percent of gross proceeds (net of deductions by DMV) for administrative costs.
3. Three-quarters of the remaining net proceeds will be allocated to the four jurisdictional sub-funds (a through d) on the basis of their pro-rata share of regional vehicle registrations.

4. The remaining one-quarter of the net proceeds shall be allocated to the Regional Fund (Fund e).
5. Interest earnings derived from each sub-fund shall accrue to that sub-fund and be allocated and disbursed in accordance to the procedures of that sub-fund.

E. Allocation of Revenue in Funds to Projects

1. Monies within the Regional Arterial Fund may be disbursed only for a program of projects recommended by JPACT.
2. The Metro Council may choose to accept the recommendation or remand it to JPACT for revision.

F. Procedures for Ballot Measure

1. JPACT shall recommend a ~~resolution~~ measure to place the regional Vehicle Registration Fee on the ballot. This ~~resolution~~ measure is to specify the precise Vehicle Registration Fee program and election date.
2. The Metro Council may choose to accept the recommendation or remand it to JPACT for revision.

G. Amendments to Intergovernmental Agreement

1. This intergovernmental agreement may be amended by mutual agreement of the signatories.

H. Termination of Intergovernmental Agreement

1. This intergovernmental agreement may be terminated by the written request of two-thirds of the signatories. Termination of the intergovernmental agreement will terminate the regional Vehicle Registration Fee effective at the beginning of the calendar year following the termination request.

92-1668.RES

ACC:lmk

9-16-92

# EXHIBIT B

## REGIONAL ARTERIAL FUND WORK PROGRAM

1. September - November, 1992  
Define Program Structure  
Preliminary Selection of Projects
2. December, 1992 - Polling  
Public Involvement  
Consult with DMV regarding Procedures
3. November, 1992 - February 1993  
Engineering Cost Estimates  
Planning Context/Justification  
Project Descriptions/Purpose  
Public Involvement
4. January, 1993 - March, 1993  
Financial Analysis  
Delineation of Address Records for DMV  
Draft Ballot Measure
- ~~65. April March, 1993 - Polling~~
- ~~56 March April, 1993 - Preliminary Assessment of Ballot Date  
Financing Options~~
7. June/July, 1993 (after Legislative session)  
~~Final Determination of Ballot Date~~ Final Decision on Finan-  
cing Options  
JPACT/Metro Council Referral Action decision on whether to  
refer a measure to the voters
8. July, 1993 - Public Information Program

### Resource Requirements

#### Metro Staff

Project Management . . .	0.25	
Project Selection. . .	0.15	
Public Involvement . . .	0.50	
Address Records. . .	<u>0.10</u>	
	1.00 FTE . . .	\$ 75,000

#### Consultants

Polling (@ \$25,000 ea.) . . .	50,000
Engineering Consultant. . .	40,000
Planning Consultants. . .	25,000
Graphics/Report Printing. . .	40,000
Information Brochure. . .	17,500
Newspaper Insert. . .	44,000
Video for Cable TV. . .	50,000
Project Signs . . .	<u>8,500</u>
	\$350,000

ACC:lmk

9-16-92/REGART.OL

Metropolitan Service District  
 Transportation Improvement Program  
 Obligations Through 09/30/92

rptid.r  
 09/16/92

1

	Obligated	1993	1994	1995	1996	1997	Post 1997	Authorized
***1 DBE TRAINING PROGRAM*****784 *00-000***00000*TRA26-2001*****								
			Federal Transit Administration - Sec. 20					
Other	0	75,000	0	0	0	0	75,000	150,000
Total	0	75,000	0	0	0	0	75,000	150,000
Report Total	0	75,000	0	0	0	0	75,000	150,000

xref: Step 1 funding authorized at \$75,000; Step 2 funding requires additional authorization from FTA.

*Previously approved by Resolution 92-1559*



## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 92-1670 FOR THE PURPOSE OF APPROVING AN AMENDMENT TO THE 1993 UNIFIED WORK PROGRAM TO PROVIDE FOR TRANSPORTATION AND LAND USE MODELING IMPROVEMENTS

September 3, 1992

By: Andrew Cotugno  
Keith Lawton

## BACKGROUND

The Region 2040 project has developed three regional growth concepts. Concept "A" accommodates expected regional growth by assuming that existing policies will remain largely unchanged. It assumes that growth will occur within the constraints of existing comprehensive plans and that growth that cannot be provided for within the current Urban Growth Boundary will occur outside the UGB in patterns similar to current development patterns. It is a "base case" or "reference alternative" which provides a point of departure for other growth concepts.

Metro Technical Services staff have been preparing to computer model this concept and have developed and refined many aspects of both the transportation model and the spatial interaction model through LUTRAQ project assistance.

However, given the effort, time and cost required for this modeling effort, it was concluded in the initial Region 2040 Phase I scope of work that only this one concept would be modeled.

It is clear that if specific model problems can be resolved, there are several advantages to modeling the three concepts. First, by modeling three concepts, the concepts could be more rigorously shaped to better ensure that if a concept were ultimately adopted as Metro's preferred concept, it would have been tested for its ability to function. In addition, modeling would help ensure that consistency among concepts was probable.

One of the major obstacles to modeling more than one concept is the amount of time required for computer runs. With the improvements that would be developed in this project, run times would be greatly reduced and the sensitivity of existing models would be much better understood. From this, Metro will learn the threshold of sensitivity of the models, therefore, when they are appropriate to run. In addition, speed increases will allow many more technical reviews and answers to "what if" queries that will become major questions raised by the Region 2040 effort.

The Federal Highway Administration has indicated interest in funding this modeling effort as a means to test hypotheses they have about the level of modeling needed nationally to comply with land use aspects of the 1991 Intermodal Surface Transportation

Efficiency Act (ISTEA). Sufficient funding of modeling is likely to be available from this source. Only very recently did Metro staff learn that the funding source for this prospective grant is available. However, it is available only until the end of the federal fiscal year, September 30. Accordingly, favorable action on this amendment is necessary if funding is to be secured.

TPAC has reviewed this UWP amendment and recommends approval of Resolution No. 92-1670.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution 92-1670, approving an amendment to the FY 1993 Unified Work Program, as indicated on Attachment "A."

TRANSPORTATION AND LAND USE  
MODELING IMPROVEMENTS FOR REGION 2040 CONCEPTS

PROGRAM DESCRIPTION

This project will provide speed improvements to the transportation model (EMME/2) and its links to the spatial interaction model (DRAM-EMPAL), as well as providing insight to the sensitivity of the combined models. The major local application at this time will be to improve Region 2040 growth concepts by increasing the number of computer-generated scenarios and providing answers to more of the expected "what if" questions than would otherwise be possible. This analysis is needed prior to the commencement of Phase II of the Region 2040 project.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 92-93. Improvements to the transportation model have been made almost continuously for many years. This year's UWP includes travel model refinement -- but not to the extent of this project.

OBJECTIVES

Work Program for FY 92-93. The purpose of this project is to: 1) develop and make operational the set of integrated transportation and land use projection models at Metro; and 2) test the sensitivity of the combined process to various levels of feedback and degrees of equilibrium. The information and reports generated are for national distribution and need to consider generic issues as well as local concerns.

Anticipated Work Program after FY 92-93. None at this time, although system improvements will continue to be used.

PRODUCTS AND TARGETS

- Task 1 Scoping - October 1992
- Task 2 Existing Model Improvements - November 1992
- Task 3 New Procedure Development/Computer Runs - November 1992
- Task 4 Draft Report - December 1992
- Task 5 Final Report - January 1992

EXPENDITURE ALLOCATION

REVENUES

Personal Services:	\$ 45,000
(FTE 1.0)	
Materials & Services:	\$175,000
Computer (M&S):	\$ 2,750
Capital Outlay	\$ 2,250
Transfers	\$ 0
Contingency	\$ 0
<b>TOTAL</b>	<b>\$225,000</b>

FHWA:	<u>\$225,000</u>
<b>TOTAL:</b>	<b>\$225,000</b>

## Transportation and Land Use Modeling for Three Region 2040 Concepts

### Scope of Work

#### Introduction

The following description outlines the scope of work for a research project on equilibrium properties in the travel projection process. The research will be conducted by the Metropolitan Service District, Portland, Oregon (Metro), with the cooperation of the Oregon Department of Transportation and the Federal Highway Administration.

The purpose of this grant is to: 1) develop and make operational the set of integrated transportation and land use projection models at Metro and, 2) test the sensitivity of the combined process to various levels of feedback and degrees of equilibrium. The information and reports generated are for national distribution and need to consider issues generic to most transportation models as well as local concerns.

The major local application at this time will be to improve Region 2040 growth concepts by increasing the number of computer generated scenarios, providing answers to more of the expected "what if" questions than would otherwise be possible. This analysis is needed prior to the commencement of Phase II of the Region 2040 project.

Task 1 described below will be completed by Metro, ODOT and FHWA staff. Task 2 will be completed by contractors, in conjunction with Metro staff. Tasks 3 and 4 will be completed by contractors exclusively.

#### Tasks

**Task 1 Scoping** - This task will provide a detailed scope of work for carrying out this project, including a schedule for completion of all tasks and subtasks. The issues to be addressed will be identified in detail and will include, but not be limited to: 1) feedback between assignment and mode choice; 2) assignment and distribution; and 3) assignment and land use. Types of testing to be done will be identified such as highly constrained and unconstrained networks. The scope of work will also include cost estimates and the level of effort needed for each task. Approximately \$15,000 has been allocated for this task.

**Task 2 Existing Model Improvements** - This task will include the development of a tightly integrated procedure which links Metro's transportation network model (EMME/2) with its spatial interaction model (DRAM/EMPAL). The objective will be to reconcile different zone/scale requirements of each process and to create enough speed for practical sensitivity analysis.

**Task 3 New Procedure Development/Computer Runs** - Task 3 will develop test objectives, procedures, and evaluation measures for model tests identified in task 1. Measures will include changes in at least the following: VMT, VHT, PMT and PHT. Model test runs will also be completed within this task.

**Task 4 Draft Report** - A draft report will be included within this task. Copies of the draft report will be provided to FHWA, ODOT and Metro. This task schedule will include

adequate time for responses to the draft.

**Task 5 Final Report** - This task will include responding to comments about the draft report and completing and delivering the final report.

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING AN ) RESOLUTION NO. 92-1670  
AMENDMENT TO THE 1993 UNIFIED WORK )  
PROGRAM TO PROVIDE FOR TRANSPORTATION) Introduced by  
AND LAND USE MODELING IMPROVEMENTS ) Councilor Richard Devlin

WHEREAS, The Metropolitan Service District approved  
Resolution No. 92-1575, which approved the Fiscal Year 1993  
Unified Work Program; and

WHEREAS, The Metropolitan Service District approved the FY  
1991-1992 Budget which provided for Region 2040, Phase I and also  
approved Resolution No. 91-1530, which provided for a work pro-  
gram for Region 2040, Phase I; and

WHEREAS, The Region 2040 work plan anticipated modeling only  
one Region 2040 concept; and

WHEREAS, It is the conclusion of TPAC and JPACT that model-  
ing three Region 2040 concepts, instead of the original work task  
to model only a "Reference Case," would substantially and mater-  
ially improve the understanding of regional growth alternatives  
and the differences between them; and

WHEREAS, The amendment of the Unified Work Program and the  
completion of the proposed scope of work would allow for improved  
modeling capability; now, therefore

BE IT RESOLVED,

That the FY 1993 Unified Work Plan is amended as indicated  
on Attachment "A."

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1992.

Jim Gardner, Presiding Officer

**FULL FUNDING GRANT AGREEMENT NEGOTIATIONS  
STATUS REPORT - FRIDAY, SEPTEMBER 4, 1992**

Tri-Met and the Federal Transit Administration continued their FFGA negotiations in Portland on Thursday, September 4. The basis of these negotiations was the draft FFGA provided to Tri-Met by the FTA on August 20, 1992 and the recommended changes submitted to the FTA by Tri-Met on August 28, 1992. The August 20, 1992 draft had previously incorporated many of the concepts that have been under discussion for months.

Extensive negotiations between Tri-Met and the FTA also took place over the phone on Monday (8/31), Tuesday (9/1), and Wednesday (9/2).

The Tri-Met and FTA negotiating teams completed a "Last Final Draft" document on 6:30 p.m. on Thursday, September 4.

**A. THE OBJECTIVES AND THE CURRENT FFGA DRAFT**

Below, is a summary of the status of the negotiations as they relate to the Region's objectives.

**Objective:** The FFGA should provide for a federal share of \$515 million of Section 3 funds with a match ratio of 75% federal/25% local for the LPA to 185th.

**Status:** Achieved. The FFGA does provide for a \$687,993,333 million Project (hereinafter rounded to \$688 million) with federal assistance of \$516,754,519 million (75%-25%) (hereinafter rounded to \$516 million) for the LPA to 185th. The agreement outlines a proposed federal funding schedule anticipating the receipt of the entire \$516 million within the current authorization. The total Project cost is \$688 million and the local share is \$172 million.

The FFGA also provides for a Construction Sequencing Plan, the implementation of which will be at Tri-Met's discretion, to build "interim termini" (Murray/Sunset) in the event that federal appropriations fall short of our expectations. The phrase "MOS" is not mentioned.

**Objective:** The FFGA provides for amendment of the agreement for the Hillsboro Extension subject only to compliance with applicable environmental laws and the selection of the Preferred Alternative.

**Status:** Partially achieved. Section 7B of the FFGA does provide for an amendment for the Hillsboro extension subject to the satisfaction of federal "requirements" and Congress making funds available for the Project.

The issues that were not resolved in the agreement are: (1) Is the 1/3-1/3-1/3 funding plan for the Hillsboro Extension adequately secured. The FTA did not want to include any reference to the funding plan in the FFGA because of "NEPA" concerns; they take the position that Attachment 6 to the FFGA fully protects Hillsboro. Tri-Met's position is that the funding plan should be acknowledged in the FFGA or the Grant Award letter; (2) Is Hillsboro exempt for the "new starts" criteria by virtue of the Interrelated Project provision of the ISTEA? - FTA says no; Tri-Met believes that it is; (3) Does a Congressional "earmark" make the issue of the "new starts" criteria moot because the Project is mandated by Congress? FTA's chief legal counsel says "yes"; Tri-Met says "yes". The issue, then, is where should this be memorialized?: FTA says a "side letter"; Tri-Met would accept a side letter but would strongly prefer a reference in the Recitals to "Interrelated Projects".; (4) Will a Technical Corrections bill exempting Hillsboro from the "new starts" criteria make this issue moot; Yes, but it is a timing issue

These four issues were not resolved during the FFGA negotiations and will not be addressed in the agreement.

**Objective** - The use of STP and Section 9 funds does not diminish the \$516 million Section 3 authorization. That is, to the extent that actual appropriations are less than the \$516 million authorized (or any other federal monies authorized during the ISTEA) and if Tri-Met advances STP or Section 9 funds, Tri-Met wants to "recapture" the authorized Section 3 funds and apply them to Hillsboro or the deferred elements.

**Status:** Achieved. See Attachment 6 to the FFGA.

**Objective** - The FFGA will provide for amendment for the "Deferred Items" in the event of cost savings or additional appropriations and will allow Tri-Met to construct such elements and be reimbursed.

**Status:** Achieved. Section 7A of the FFGA provides for amendment to the FFGA for the deferred items in the event of cost savings or additional appropriations. Attachment 10 and the internal LONP contained in Section 10 of the FFGA permit Tri-Met, with the concurrence of the FTA, to construct the deferred items and to be reimbursed, subject to the availability of funds at the end of this authorization.



Objective - The FFGA will permit Tri-Met to purchase either low floor cars or high floor LRVs, depending upon cost.

Status: Achieved. Attachment 2 to the FFGA entitled "Project Description" authorizes Tri-Met to purchase either 29 low floor LRVs or 29 high floor LRVs.

Objective - CAPRA is \$25 million.

Status: Achieved.

Objective - Interim financing costs are an eligible project expense.

Status: Achieved.

Objective - No additional environmental work, if the LPA to 185th is built in accordance with the FEIS.

Status: Achieved.

08/20/92

LFM  
TW

ATTACHMENT 6  
SCHEDULE OF FTA FUNDS FOR THE PROJECT

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) authorizes \$515 million Section 3 new start funds for the Westside Light Rail Project. If these funds are appropriated within the time period of the authorization, the fund flow schedule would be as follows:

Table I

FY	Amount (Section 3)		
92	<del>\$ 14,310,000</del>	\$ 14,305,000	LFM TW
93	\$ 64,500,000		
94	\$104,000,000		
95	\$104,000,000		
96	\$108,000,000		
97	<del>\$120,190,000</del>	\$ 121,190,000	LFM TW
TOTAL	<del>\$515,000,000</del>	\$ 515,995,000	LFM TW

FTA and Tri-Met recognize that, due to national budgetary considerations, funds may not be appropriated at the rate indicated on Table I. In that event, Tri-Met will add Surface Transportation Project (STP) funds and Sections 9 funds to the project between 1994 - 1996 in the total amount of \$66 million. The addition of these STP and Section 9 funds would not increase change the total obligation of the FTA to the project. Table II reflects a modified fund flow with the addition of STP and Section 9 funds with a \$50 million rate of Federal funds. Table III reflects a \$70 million rate of flow of Federal funds.

Table II \$14,305,000 LFM TW

FY	Amount (Section 3)	Amount (STP/Sec 9) *
92	<del>\$14,310,000</del>	
93	\$50,000,000	
94	\$50,000,000	\$22,000,000
95	\$50,000,000	\$22,000,000
96	\$50,000,000	\$22,000,000
97	\$50,000,000	
98	\$50,000,000	
99	\$50,000,000	
2000	\$50,000,000	
2001	\$50,000,000	
2002	\$50,000,000	
2003	<del>\$ 690,000</del>	\$ 1,690,000
TOTAL	<del>\$515,000,000</del>	\$66,000,000
	\$515,995,000	

LFM  
TW

Table III

\$14,305,000. LFM  
TW

FY	Amount (Section 3)	Amount (STP/Sect. 9) *
92	<del>\$14,310,000</del>	
93	\$64,500,000	
94	\$70,000,000	
95	\$70,000,000	\$22,000,000
96	\$70,000,000	\$22,000,000
97	\$70,000,000	\$22,000,000
98	\$70,000,000	
99	\$70,000,000	
2000	<del>\$16,190,000</del>	
TOTAL	<del>\$515,000,000</del> \$515,995,000 LFM TW	\$66,000,000

LFM  
TW

To the extent that Tri-Met commits such STP and/or Section 9 funds to the Project AND LFM TW

\*FTA and Tri-Met agree that if ~~not~~ when the entire ~~\$515 million~~ <sup>\$515,995,000</sup> of Section 3 Federal assistance contemplated by this Agreement is appropriated and made available for the Westside project, such funds, upon agreement of FTA and Tri-Met, may be used for any eligible transit project in the then adopted Transportation Improvement Program (TIP). LFM TW

Federally  
LFM  
TW

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ENDORSING	)	RESOLUTION NO. 92-1680
TRI-MET'S FINANCING PLAN FOR THE	)	
WESTSIDE LIGHT RAIL PROJECT	)	Introduced by
WHICH INCLUDES ADVANCING THE	)	Councilor Richard Devlin
REGION'S HILLSBORO EXTENSION	)	
ALLOCATED FUNDS TO THE 185TH	)	
PROJECT	)	

WHEREAS, By Resolution No. 89-1035, an overall funding approach for the Westside Corridor Light Rail project (Project) was established based upon 75 percent federal share and one-half the local match from the region and one-half from the state; and

WHEREAS, By Resolution No. 90-1300, the region's share of local match was identified through Tri-Met General Obligation bonds and Regional Compact funds; and

WHEREAS, By Resolution No. 92-1646, the region committed \$15 million of Tri-Met's General Obligation bond proceeds allocated for the Portland/Clackamas extension for use as CAPRA for the Project; and

WHEREAS, The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 provided a \$515 million commitment toward a Full-Funding Grant Agreement (FFGA) during the next six-year period; and

WHEREAS, By Resolution No. 92-1598, an overall funding approach for the Hillsboro Extension was established based upon one-third federal Section 3 share, one-third state/regional share, and one-third federal Surface Transportation funds ("flexible funds") and Section 9 funds share; and

WHEREAS, Federal appropriations may not be available to meet

the construction schedule of the Project; and

WHEREAS, The Federal Transit Administration (FTA) requires Tri-Met to demonstrate its ability to build the Project in the event federal appropriations are forthcoming at a rate slower than needed to meet the Project construction schedule; and

WHEREAS, Tri-Met developed a financing plan to meet FTA requirements which requires all local and state funds currently allocated for the Hillsboro and Portland/Clackamas extensions including flexible funds to be advanced to the Project, used as CAPRA or used for interim borrowing support for the Project; and

WHEREAS, FTA will sign an FFGA pledging \$516 million (a 75 percent share) for the Westside project to 185th Avenue, said FFGA including a provision to amend its terms to include the extension of the Project to downtown Hillsboro; and

WHEREAS, The FFGA recognizes that, to the extent that flexible funds are committed to the Project due to slower federal funds appropriation than set forth in the FFGA, the Section 3 federal assistance contemplated in the FFGA may be used for any federally eligible transit project in the then adopted Transportation Improvement Program (TIP), including the Hillsboro Extension; and

WHEREAS, It is necessary to finalize the Westside Light Rail financing plan in order to receive federal funds under the FFGA between Tri-Met and FTA; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District:

1. Endorses the financing plan submitted by Tri-Met that

provides that flexible funds allocated for the Hillsboro Extension by Resolution No. 92-1598 will be advanced to the Westside project in the event that reduced annual federal appropriations of Section 3 funds warrant their use. The specific funds committed will be as follows:

- . \$22 million from Regional flexible funds;
- . \$22 million from ODOT flexible funds; and
- . \$22 million from Tri-Met Section 9 funds.

2. That, in the event Tri-Met is required to use flexible funds and Section 9 funds because the appropriation of federal Section 3 funds falls short of those contemplated in the FFGA, when said Section 3 funds are made available, they shall be used for any federally eligible transit project in the then adopted TIP and they shall be reserved for the Hillsboro Extension subject to completion of EIS requirements.

3. That the advance of flexible funds and Section 9 funds from the Hillsboro Extension to the Westside Project is subject to assurances from the Federal Transit Administration that the Hillsboro Extension remains eligible for the benefits provided by ISTEA for a new rail start project which is limited to one-third Section 3 funding and treatment of the Hillsboro Extension as an "interrelated" project, including:

- a. Exemption from New Starts criteria;
- b. Expedited federal implementation; and
- c. Treatment of the Hillsboro Project as an amended Westside Corridor Project from downtown Portland to downtown Hillsboro with an integrated financing plan

and a single project cost-effectiveness rating.

4. Any advance of local and state non-federal funds for cash flow purposes, including the \$30 million from Tri-Met General Obligation bond proceeds currently allocated to the Hillsboro Extension, is subject to repayment with interest through future federal appropriations for the Project.

ADOPTED by the Council of the Metropolitan Service District this \_\_\_\_\_ day of \_\_\_\_\_, 1992.

Jim Gardner, Presiding Officer

AC:lmk  
92-1680.RES  
9-16-92

ROBERT C. BYRD, WEST VIRGINIA, CHAIRMAN

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# United States Senate

COMMITTEE ON APPROPRIATIONS  
WASHINGTON, DC 20510-8025

September 14, 1992

Mr. Brian Clymer  
Administrator  
Federal Transit Administration  
400 Seventh Street, S.W. Room 9328  
Washington, D.C. 20590

Dear Brian:

Thank you for suggesting that we put on paper our intentions to paint the final strokes on the Westside Full Funding Grant Agreement. I know from your assurances over the phone that we are close to making both sides very happy with an excellent project agreement.

The initialing of the final draft of the FFCA by Tri-Met and Federal Transit officials is a welcome accomplishment. All those involved in the negotiations are to be commended for their efforts to conclude this process so that construction of the Westside Project can be initiated.

Your support, as expressed in your June 3rd letter to Tri-Met, for the financing plan for the Hillsboro Extension as developed by the regional governments has also been encouraging.

This innovative plan reduces the section 3 request to 1/3 the total cost of the extension. It was developed in anticipation of the assurances expressed in your June 3rd letter. These assurances pertain to the exemption of the Hillsboro extension from the new start criteria and FTA's expeditious review of the project. The Environmental Impact Statement (EIS) is expected to contain 1/3, 1/3, 1/3 financing plan and will reflect the assurances you have made.

However, there is concern remaining regarding Hillsboro due to the revised plan in the FFCA. This concern needs to be addressed in order for the region to proceed with the EIS, which is expected to be completed by the end of the year.

It is my understanding that the FFCA proposes to advance STP and section 9 monies as well as local funds from the Hillsboro extension to the project to S.W. 185th, if it is determined that insufficient funds are appropriated to complete the base project by the scheduled date.

To  
Tuck

From  
Dick



page two  
September 14, 1992

What is needed is an acknowledgement that if and when that action takes place that the 1/3, 1/3, 1/3 concept for Hillsboro remains intact and can be reflected in the EIS, and that the advancing of these monies is only a temporary alteration in the form of the financing plan, rather than its substance, in order to accommodate federal cash flow shortfalls.

Please confirm that the assurances contained in the June 3rd letter will still be in force, that these assurances will still apply to the Hillsboro extension if monies are advanced, and that the Hillsboro extension will proceed through the EIS process on the basis of the proposed financing plan.

Please also confirm my understanding that future section 3 appropriations that may be provided by Congress as a reimbursement for STP, Section 9 as well as local funds may therefore be expended for the Hillsboro extension, as well as other eligible transit project in the region.

Sincerely,



Mark O. Hatfield  
U. S. Senator

MOH/mev



**METRO**

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

# Memorandum

Date: September 10, 1992

To: JPACT

From: *AC* Andrew C. Cotugno, Planning Director

Re: ISTEA Congestion Pricing Demonstration Program

## Introduction

The Intermodal Surface Transportation Efficiency Act (ISTEA) includes a \$25 million grant program for funding up to five congestion pricing demonstration projects nationwide. As a result, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) recently sponsored a symposium on congestion pricing which was attended by several representatives from transportation planning agencies in Oregon including the City of Portland, Washington County, ODOT and Metro. The goal of the symposium was for FHWA and FTA to receive feedback on their proposed rules for solicitation of ISTEA congestion pricing pilot projects. FHWA anticipates that it will issue final rules and solicit project applications in late September or early October, 1992.

FHWA and FTA are seeking to fund congestion pricing pilot projects which have a good chance of successful implementation. They see public and political support as critical to a project's success. Because this concept is fairly new and still largely theoretical, FHWA and FTA have taken the attitude that these pilot projects are for "learning, not proving."

Oregon attendees at the congestion pricing symposium formed an ad hoc congestion pricing work group, chaired by Metro staff, to begin a preliminary investigation into the feasibility of applying to FHWA for grant funds to conduct a congestion pricing demonstration program in the Portland region (see Attachment A). The "learning, not proving" attitude expressed by FHWA and FTA provides an ideal framework for completing the "front-end" development work necessary to conduct a successful demonstration project. In addition, the grant funds provide the opportunity to obtain the necessary resources.

## Why Oregon?

The Intermodal Surface Transportation Efficiency Act (ISTEA) and the Oregon Transportation Plan call for maximizing the use of the capacity available on the existing transportation system. ISTEA

requires MPOs, in coordination with the state, to develop a Congestion Management System (CMS) plan which describes actions which will be taken to ensure the maximum utilization of the existing roadway capacity. There are a variety of measures which might be considered for inclusion in a CMS plan, including flextime, transit improvements, HOV lanes and congestion pricing.

The OTP includes several references to pricing programs that charge road users commensurately with the total costs of operations and improvements. Such programs may include: highway tolls, road access pricing and peak period highway pricing. These marginal pricing concepts are presented in the OTP among potential actions which could be taken to address numerous objectives for the highway system.

The State Transportation Planning Rule 12 mandates a 20 percent reduction in per capita VMT by the year 2010. Congestion pricing, because of its potential for reducing trips and/or shifting people to alternate modes, is and will likely be considered as a strategy to help achieve Rule 12.

In addition, the Governor's Task Force on Vehicle Emission Reductions is considering the potential benefits and costs of "congestion pricing" as a strategy to improve air quality by reducing VMT and vehicle trips in the Portland region.

### **Background**

Congestion pricing is the application of user surcharges on congested highway facilities during peak periods. Its goal is to relieve congestion by discouraging some trips and shifting others to alternate destinations, times or modes of travel.

Until recently, congestion pricing has been largely an academic concept with limited real world applications. This is evidenced by the fact that there are no large-scale, existing congestion pricing programs in the world, with the exception of Singapore (Singapore has a cordon pricing scheme which charges vehicles to enter the CBD). A similar cordon scheme is used in Norway; however, it is oriented to revenue generation rather than congestion reduction.

However, several regions in this country have existing toll facilities (bridges, tunnels and roadways) which are good candidates for the implementation of peak period pricing. The introduction of advanced technology toll collection systems such as AVI (automated vehicle identification) is successfully in use today on several such facilities. For example, the Oklahoma Turnpike uses a system with an encoded card which is read by electronic sensors located on highway signs and overpasses. Oregon has been using AVI for several years to implement its weight-mile taxes on trucks. The AVI technology can be modified

to vary fees based on time of day, level of congestion and vehicle occupancy.

### **Demonstration Program Process**

Oregon's grant application to FHWA will emphasize the need to conduct a thorough "demonstration" to fully evaluate the merits of congestion pricing as a TDM strategy. Because it is just as plausible that the demonstration may show negative benefits as well, a "decision point" will be built into the process so that after the development work is completed, a "go, no go" decision for implementation can be made. The following process is proposed:

- **Development Phase (two years)**

First, the grant funds will be used to conduct the necessary development work and pre-planning to effectively recommend a pilot project. The development phase will include data collection and evaluation, state and local jurisdiction coordination, an effective public/ private information campaign aimed at educating the public and gaining support for the demonstration project, and the development and analysis of alternative congestion pricing concepts. This phase will require up to two years to complete.

- **Decision Point**

The grant application will include a request for a "decision phase" prior to implementation. At this time, based on an assessment of the development work, a decision for continuation or termination can be made.

- **Implementation Phase**

The implementation phase will focus on implementing a preferred "congestion pricing" demonstration program in the Portland region. The development phase will identify the type and location of demonstration project for this region. This phase will also develop appropriate project monitoring, evaluation and feedback mechanisms in order to learn as much as possible about all elements of the project.

- **Public Involvement**

Throughout the various phases of the demonstration proposal, an active public involvement process will be integrated into the work scope.

## **Scope**

It is recommended that the demonstration proposal be geographically narrow in scope rather than broad based. This is because it is important that the public learn the potential benefits (and costs) of a congestion pricing scheme; otherwise, their acceptance will be questionable. For this reason, fixing a known problem and using the revenues in an affected corridor may be better than a regionwide "shotgun approach." The ad hoc group discussed several potential locational situations and approaches that might meet this criteria and may benefit from a congestion pricing demonstration project. Examples are:

- Project on arterial/collector streets to manage overflow on neighborhoods
- Project on an existing freeway to pay for high-capacity transit in the same corridor
- Parking fees to manage business impact on neighborhood traffic
- Pricing based on miles traveled versus the use of a "cordon line"
- Use of a phase-in approach. This can be accomplished by targeting one corridor or facility initially. Then as travel patterns and behavior adjust to the pricing scheme, additional corridors or facilities can be brought under the pricing mechanism.

**Based on concerns surfacing in other areas of the country, what principles should be followed to help ensure success of a congestion pricing demonstration program in Portland?**

## **Implementation Issues**

- **Program Objectives** - A congestion pricing program could have multiple objectives such as: reducing congestion, improving air quality, raising revenues for transportation in general on a particular facility, mode shift or elimination of unnecessary trips. The program purpose, goals and benefits must be clearly understood by the legislature, public and local jurisdictions.
- **Equity** - The issue of who pays and who benefits is a critical one in considering the implementation of a congestion pricing scheme. Will lower income groups pay an inordinate share of the cost of a pricing program through decreased mobility and decreased employment opportunities? If so, what needs to be done to eliminate the inequity? The project should provide equity among the various income groups in the region as well as the business community that uses the affected roadways.
- **Use of Revenues** - Revenues collected through a pricing program could be used to improve corridor roadway facilities

and/or to pay for pricing system operations. Legal questions remain concerning whether or not revenues could be used to fund alternative transportation, or whether they are dedicated to the Highway Trust Fund under Oregon's Constitution.

- **Public Acceptance** - A pricing program needs to have public support in order to succeed. Without public support, enforcement will be a problem and the political will to successfully implement a program will not exist.
- **Alternatives** - Adequate transportation alternatives must be available (i.e., transit and rideshare) along with incentives for HOV use.
- **Neighborhood Infiltration** - Any corridor recommendation must not divert traffic onto neighborhood streets.
- **Enforcement** - The program must be enforceable while providing for basic privacy rights of drivers.
- **Program Evaluation** - An effective evaluation and monitoring program must be part of the proposed demonstration project.

A more complete listing of recommended principles for conducting a successful congestion pricing pilot program for this region is included in Attachment B. Attachment C contains specific questions which will be answered during the development phase of the program leading to the decision point.

### **Application Process**

FHWA and FTA are expected to issue a final rule and solicit demonstration projects by early October. Submittals are anticipated to be due by the end of the year. Any process for submitting a grant application to FHWA will involve Metro acting as the lead agency to begin discussions with the region's policy groups and elected officials about potential benefits, costs, and issues related to congestion pricing. In addition, the following list identifies groups to be brought into the process. If a decision to apply for a grant is made, their endorsements would be sought.

- DEQ and the Governor's Task Force on Vehicle Emissions
- Tri-Met
- The Growth Council
- DOE
- Transportation 2000
- Road Finance Group
- Other interested groups (i.e., 1000 Friends, Oregon Environmental Council, Oregon Trucking Association and the Automobile Association (AAA))

The process will also be sensitive to bi-state issues and involve appropriate agencies, policy groups, and elected officials. The formal application would be forwarded through TPAC and JPACT to the Metro Council for approval. Actions required in the TIP must be approved by ODOT. It is intended that affected jurisdictions, within a corridor proposed for a congestion pricing project, would provide their endorsements for a congestion pricing demonstration program and ultimately become co-applicants to FHWA.

#### **TPAC Discussion**

TPAC reviewed this information at its meeting of September 4. Its recommendation was to have JPACT discuss and provide direction on the potential pursuit of a congestion pricing demonstration project for the Portland area. TPAC generally felt that the issues and questions be further investigated prior to a decision being made as to whether to pursue a grant.

TPAC recognized the potential controversy inherent in congestion pricing and thus endorsed the cautious approach and process as identified in this memorandum. In addition to the political issues, their concern was whether congestion pricing is appropriate for this area and at this time. It was noted that the economic climate may be inappropriate for congestion pricing given that the region is heavily involved in a number of transportation financing activities. Included are strategies related to transit capital and operations and urban arterial funds. Also, it was felt that other incentive-based programs may be more effective in meeting regional transportation needs and that congestion pricing may be more effective as fall-back strategy. There was also discussion regarding work program and staffing considerations required to develop issues and apply for the grant, and ultimately, develop and implement the demonstration project.

Regarding staffing, Metro can further explore issues and take the lead in developing the grant. The implication on the work program would be an approximate two month delay to the Regional Transportation Demand Management Study. Work program requirements for development and implementation would be covered through the grant.

Despite their concerns, TPAC felt that JPACT should be given the opportunity to discuss congestion pricing. TPAC also felt that further investigation of the identified issues is necessary before any determination of the viability of congestion pricing for the Portland area can be made.

#### **Next Steps**

With JPACT approval, Metro will begin to brief the county coordinating committees on the topic and continue discussions with the ad hoc Congestion Pricing Committee, with broader

regional representation. In addition, work will begin on evaluating the public's support for conducting a "congestion pricing" demonstration project in the region. This is a critical element of the entire process.

To meet the anticipated application deadline, and with regional approval, Metro and the committee will proceed to develop criteria and evaluate the pilot project proposals. The goal will be to identify one or two projects for further development and possible submittal for a congestion pricing pilot project grant. Metro and the committee will also work to refine the principles for a Portland area congestion pricing project and expand on the questions and issues related to such a project (Attachments B and C). As these issues are addressed, the information will be forwarded to JPACT for its review. JPACT will also review pilot project proposals and be responsible for approving a grant request.

#### **Action**

TPAC and the ad hoc Congestion Pricing Committee are requesting general JPACT approval to continue investigation of a potential demonstration proposal consistent with the process identified with the process identified in this memorandum.

Depending on the nature of the project proposal, there may be some legislation required from the state. Currently, Oregon Statutes do not allow the collection of tolls from public roadways. It is anticipated FHWA and FTA will weigh very strongly whether an agency has the legal and jurisdictional authority to implement the project proposal.

MH:RL:lmk  
Attachments



# ATTACHMENT A

## CONGESTION PRICING AD HOC GROUP

<u>NAME</u>	<u>ORGANIZATION</u>	<u>PHONE</u>
Mike Hoglund	Metro	220-1181
Lavinia Wihtol	City of Portland	796-6982
John Cullerton	Metro	221-1646, x278
Andy Back	Washington County	640-3519
Eric Herst	Oregon Trucking Association	289-6888
Kate Deane	City of Portland	796-7569
Steve Dotterrer	City of Portland	796-7731
Rod Sandoz	Clackamas County	650-3272
Ted Spence	ODOT	653-3216
Ed Pickering	Multnomah County	248-5050
Rich Ledbetter	Metro	221-1646, x196
Mark Becktel	Portland Dept. of Transp.	796-7732
Dave Williams	ODOT	653-3119
Andy Cotugno	Metro	220-1152

(Eric Herst of the Oregon Trucking Association was a visitor at the August 20 meeting of the Committee.

## ATTACHMENT B

### PRINCIPLES FOR CONGESTION PRICING PILOT

- Project must have a clear purpose, goals and benefits to users
- Public understanding of project purpose, goals and benefits to users
- Legislative understanding of project purpose, goals and benefits to users
- Use existing citizen involvement structures
- Build in flexibility - need to be able to make modifications to the project as needed to make project work and address acceptability concerns
- Equity among income groups
- Equity among the region
- Equity to businesses that must use the roadway
- Transportation alternatives must be available - i.e. transit and ride share.
- Incentives for high occupancy vehicles
- Enforceable
- Privacy of drivers insured
- Evaluation:
  - Control testing
  - Mitigation
  - Volume
  - Benefits to users
- Technology for tolling roads must be evaluated

## QUESTIONS REGARDING CONGESTION PRICING

### General Questions

- Sponsorship/Lead Entity of Pilot Application
- Source of match

### Toll Road and Parking Fees

- Pros & Cons - Tolls vs. Parking Solution
- Winners & losers - Identify.
- Impact on out of area drivers:
  - How does the project affect tourism?
  - How will out of area drivers (tourists and other visitors) pay?
- Impact on neighborhoods - Is traffic shifted into neighborhoods?
- Impact on smaller roads - How much traffic is shifted onto non-toll roads?
- Two control projects: implement a project that has some similar conditions such as availability of transit but that has enough different factors to provide a good comparison about the conditions needed to make congestion pricing work.
- Impact on radial suburb/CBD vs. suburb/suburb
- Tolls during peak or all day
- Amount charged & basis - i.e. should rates be based on: true cost of congestion or change of behavior or revenue needed to fund transit.
- How to implement - one toll or every mile
- Revenue use
  - Compensation of those adversely affected by congestion pricing?
  - Transit capital and operations?
  - Highway improvements - general vs. congestion related like HOV lanes?
  - Demand management programs?
  - Pedestrian and bicycle improvements?
  - Land use planning?
- Administration - collection of tolls and distribution of revenue
- Where should toll go: new arterials or lane expansion or existing facility; highways or collectors?
- Specific initiation - time limited rather than continuing.

**Project Configuration**

- Can project be construction mitigation?
- Tolling the smaller streets less on the Sunset
- Toll that matches transit service

**Additional questions/concerns:**

- Legality:
  - Use of revenue for non-road purposes.
- Double taxation
- Amount of congestion needed to qualify for a project: communities with severe congestion problems vs. communities who want to prevent congestion.
- What items will be available for funding?



**METRO**

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

# Memorandum

Date: September 8, 1992

To: JPACT

From: *AC* Andrew C. Cotugno, Planning Director

Re: Update on Governor's Task Force on Vehicle  
Emissions in the Portland Area

Staff will provide an update at the September 17 meeting regarding recent and upcoming activities regarding the Governor's Task Force on Vehicle Emissions in the Portland Metropolitan Area. Attached for your review prior to the meeting are the following two items.

1. A summary of tables as presented to the Task Force at their August 26 meeting. Tables 3.4 and 3.5 have been presented to JPACT previously and provide an absolute measure of effectiveness for the various emission reduction strategies relative to hydrocarbons and nitrogen oxides, respectively. Tables 4.1 and 4.2 provide a modified cost-effectiveness measure for each strategy. Numbers in parenthesis show a net societal benefit. Tables 4.1 and 4.2 assume a value of time of \$4/peak hour and \$2/off-peak hour. Attachments A-1 and A-2 assume a value of time of \$6/peak hour and \$4/off-peak hour. The value-of-time assumption is important, since when the value is lower, the cost of using a slower, alternative mode is higher. Thus, time-sensitive strategies are less effective given a higher value of time.

Table 5.1 identifies four proposed packages for the Task Force to consider for meeting emission reduction targets of 44 percent for hydrocarbons and 25 percent for nitrogen oxides. Packages 1 and 2 include extensive pricing strategies, but return positive benefits to society. Packages 3 and 4 are primarily technological (i.e., cleaner vehicles and fuels), but have a net cost to society. Table 5.1 time values range from \$0 to \$6/peak and \$4/off-peak. Table 5.2 summarizes the specific costs and benefits identified in Table 5.1.

2. A copy of a letter dated September 3, 1992 from DEQ to the Task Force which includes a DEQ interpretation of whether certain strategies are "approvable" by the Environmental Protection Agency (EPA) as part of the region's air quality strategy. According to the EPA, California Reformulated Fuels is only an acceptable strategy "if no other measure would bring about timely attainment, or if other measures exist and are technically possible to implement, but are unreasonable or impracticable." DEQ has concluded that the other strategies provide a reasonable and practicable alternative.

DEQ has also concluded that emission reductions from two-cycle outboard motors do not provide much promise and that the Task Force not consider regulatory strategies for this class of engine.

The DEQ letter also notes that the Task Force is scheduled to meet September 22, all day if necessary, to finalize their recommendations for submittal to appropriate legislative interim committees. The Task Force recommendations will be reviewed by JPACT in October.

ACC:MH:lmk

Attachments

TABLE 3.

MOTOR VEHICLE EMISSION REDUCTION STRATEGY ANALYSIS FOR THE PORTLAND AREA: PERCENT CHANGE FROM 2010 BASE CASE ^1

SCENARIO: 2.2%/YR VMT GROWTH, COMMITTED NETWORK

25-Aug-92

INDIVIDUAL STRATEGY ANALYSIS RESULTS

SORT ORDER: HYDROCARBON EMISSION REDUCTION POTENTIAL

STRATEGY	FREQ	TRIP PURPOSE	WHO PAYS	COST/ FEE LEVEL	REVENUE/ INCENTIVES ^2	EMISSIONS			VMT	AUTO TRIPS	NON-AUTO SHARE ^3	ENERGY
						HC	NOx	CO				
REFORMULATED GASOLINE, CA PHASE II	ONGOING	ALL	USER	\$0.14-0.28/GAL	NA	-23.1%	-15.4%	-13.5%	-1.5%	-1.7%	0.7%	? ^4
REFORMULATED GASOLINE, FED PHASE II	ONGOING	ALL	USER	\$0.08-0.20/GAL	NA	-20.6%	-5.6%	-10.1%	-1.1%	-1.2%	0.5%	? ^4
ENHANCED I/M PURGE & TRANSIENT	ONGOING	ALL	USER	TEST/REPAIR COST	NA	-17.5%	-8.0%	-6.0%	0.0%	0.0%	0.0%	-0.6%
VMT/SMOG TAX	ONGOING	ALL	USER	\$0.07/MILE AVG	USED/UNUSED ^5	-14.9/-4.6%	-14.5/-5.3%	-17.3/-6.0%	-9.6/-1.0%	-8.4/-1.3%	7.0/0.5%	-11.4/-3.0%
REFORMULATED GASOLINE, FED PHASE I	ONGOING	ALL	USER	\$0.04-0.11/GAL	NA	-10.4%	-0.7%	-3.7%	-0.6%	-0.7%	0.3%	? ^4
PARKING FEE	ONGOING	NONWORK	USER	\$0.60/SPACE/HR	USED/UNUSED	-9.9/-6.4%	-8.3/-5.7%	-9.0/-5.9%	-8.0/-5.7%	-13.3/-6.0%	9.5/1.4%	-8.0/-5.7%
CALIFORNIA LEV PROGRAM	ONGOING	ALL	USER	VEHICLE COST	NA	-9.8%	-22.0%	-8.2%	0.0%	0.0%	0.0%	? ^4
PARKING FEE	ONGOING	WORK	USER	\$8/SPACE/DAY	USED/UNUSED	-9.2/-4.3%	-8.3/-3.9%	-10.9/-5.0%	-7.7/-3.6%	-6.1/-2.9%	4.4/1.2%	-7.5/-3.6%
CONGESTION PRICING	ONGOING	ALL	USER	\$0.30/MILE	USED/UNUSED	-8.8/-5.6%	-7.6/-5.1%	-10.2/-6.6%	-7.1/-4.7%	-5.7/-3.7%	3.9/1.9%	-7.1/-4.7%
ENHANCED I/M PRESSURE TEST	ONGOING	ALL	USER	TEST/REPAIR COST	NA	-8.2%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.3%
ADD-ON TO FUEL TAX	ONGOING	ALL	USER	\$1.50/GALLON	UNUSABLE	-8.1%	-7.5%	-8.3%	-7.4%	-8.3%	3.1%	-44.6%
OFF-ROAD VEHICLE EMISSION STDS ^6	ONGOING	ALL	USER	VEHICLE COST	NA	-7.5%	0.0%	-9.4%	0.0%	0.0%	0.0%	? ^4
OFF-ROAD VEHICLE TAX CREDIT ^6	ONGOING	ALL	TAX-PAYER	LOST TAXES	NA	-7.5%	0.0%	-8.4%	0.0%	0.0%	0.0%	? ^4
DEVELOPMENT IMPACT FEE	ONE TIME	ALL	DEVELOPER	SERVICE COST	USED	-6.4%	-5.4%	-6.6%	-5.0%	-6.6%	5.9%	-5.0%
LAND USE ^7	ONE TIME	ALL	DEVELOPER	SERVICE COST	USED	-6.4%	-5.4%	-6.6%	-5.0%	-6.6%	5.9%	-5.0%
PARKING FEE	ONGOING	NONWORK	PROVIDER	\$700/SPACE/YR	USED/UNUSED	-6.0/0%	-4.9/0%	-5.4/0%	-4.7/0%	-8.3/0%	7.7/0%	-4.7/0%
PARKING FEE	ONGOING	WORK	PROVIDER	\$700/SPACE/YR	USED/UNUSED	-5.6/0%	-5.0/0%	-6.7/0%	-4.5/0%	-3.7/0%	3.3/0%	-4.5/0%
PARKING FEE	ONE TIME	NONWORK	PROVIDER	\$13,000/SPACE	USED/UNUSED	-4.3/0%	-3.5/0%	-3.9/0%	-3.3/0%	-6.0/0%	5.5/0%	-3.3/0%
PAY-AS-YOU-DRIVE INSURANCE	ONGOING	ALL	USER	\$0.45/GALLON	UNUSABLE	-3.3%	-3.1%	-3.4%	-3.0%	-3.4%	1.3%	-19.3%
PARKING RATIO	ONE TIME	NONWORK	NA	NA	NA	-2.7%	-2.4%	-2.5%	-2.4%	-3.4%	0.6%	-2.4%
PARKING FEE	ONE TIME	WORK	PROVIDER	\$13,000/SPACE	USED/UNUSED	-1.5/0%	-1.4/0%	-1.8/0%	-1.2/0%	-1.0/0%	0.9/0%	-1.2/0%
PARKING RATIO	ONE TIME	WORK	NA	NA	NA	-1.3%	-1.2%	-1.5%	-1.1%	-0.9%	0.4%	-1.1%
EMPLOYER TRIP REDUCTION PROGRAM	ONGOING	WORK	EMPLOYER	PROGRAM COST	NA	-1.2%	-1.1%	-1.4%	-1.0%	-8.0%	0.4%	-1.0%
RTP ROAD AND TRANSIT NETWORK ^8	NA	ALL	NA	NETWORK COST	NA	-0.8%	0.0%	-1.6%	0.6%	-0.3%	0.1%	0.6%
EDUCATION ^9	ONGOING	ALL	NA	PROGRAM COST	NA	-	-	-	-	-	-	-

## NOTES:

- ANALYSIS BASED ON THE BEST AVAILABLE INFORMATION ON THE PREDICTED IMPACTS OF THE STRATEGIES. THE RESULTS FOR THE INDIVIDUAL STRATEGIES ARE NOT ALWAYS ADDITIVE. FOR STRATEGIES WITH A RANGE OF FEES, ONLY THE HIGH FEE LEVEL WAS ANALYSED. THE TABLE SHOWS THE EFFECT OF STRATEGIES APPLIED TO THE 2010 BASE SCENARIO.
- FOR STRATEGIES THAT GENERATE REVENUE, THE TABLE INDICATES PERCENT CHANGES WITH AND WITHOUT USE OF THE REVENUE FOR TRANSPORTATION INCENTIVE PROGRAMS.
- NON-AUTO SHARE INCLUDES TRANSIT, WALK AND BICYCLE. IT IS EXPRESSED AS AN ABSOLUTE CHANGE FROM THE 10.1% SHARE IN THE 2010 BASE CASE. TRANSIT ACCOUNTS FOR 2.9% OF THE 10.1% NON-AUTO SHARE IN THE 2010 BASE CASE. TRI-MET'S STRATEGIC PLAN WOULD INCREASE THIS TO 8.4% TRANSIT SHARE. THUS, A 5.5% ABSOLUTE INCREASE IN NON-AUTO SHARE (EQUAL TO 15.6% TOTAL NON-AUTO SHARE) WOULD ACHIEVE TRI-MET'S STRATEGIC PLAN, ASSUMING WALK AND BICYCLE TRIPS DO NOT INCREASE.
- ENERGY USE IMPACT IS UNCLEAR DUE TO POSSIBLE HIGHER ENERGY USE AT THE REFINERY FOR REFORMULATED FUELS AND POSSIBLE FUEL ECONOMY LOSS FOR THE LEV AND OFF-ROAD PROGRAMS.
- REVENUE FROM THIS FEE MAY BE UNUSABLE FOR TRANSIT PENDING AN OREGON SUPREME COURT DECISION.
- EMISSION REDUCTIONS ARE EXPRESSED AS AN EQUIVALENT REDUCTION OF ON-ROAD VEHICLE EMISSIONS.
- ONLY APPLICABLE IF A PRICING STRATEGY SUCH AS THE IMPACT FEE OR PARKING FEE IS IMPLEMENTED.
- THE REGIONAL TRANSPORTATION PLAN (RTP) WAS NOT DESIGNED AS AN AIR QUALITY STRATEGY, BUT AS A COMPREHENSIVE TRANSPORTATION PLAN TO ACHIEVE MOBILITY AND ACCESSIBILITY. THE RTP WILL NEED TO BE REVISED TO INCORPORATE THE MAINTENANCE PLAN, SIP CONFORMITY, THE LDCG TRANSPORTATION PLANNING RULE AND REGION 2040.
- EMISSION AND TRAVEL REDUCTIONS NOT QUANTIFIABLE, BUT EDUCATION COULD BE HIGHLY IMPORTANT IN ENSURING FULL SUCCESS OF OTHER STRATEGIES.

TABLE 3.5

MOTOR VEHICLE EMISSION REDUCTION STRATEGY ANALYSIS FOR THE PORTLAND AREA: PERCENT CHANGE FROM 2010 BASE CASE ^1

SCENARIO: 2.2%/YR VMT GROWTH, COMMITTED NETWORK

25-Aug-92

INDIVIDUAL STRATEGY ANALYSIS RESULTS

SORT ORDER: NITROGEN OXIDES EMISSION REDUCTION POTENTIAL

STRATEGY	FREQ	TRIP PURPOSE	WHO PAYS	COST/ FEE LEVEL	REVENUE/ INCENTIVES ^2	EMISSIONS			VMT	AUTO TRIPS	NON-AUTO SHARE ^3	ENERGY
						HC	NOx	CO				
CALIFORNIA LEV PROGRAM	ONGOING	ALL	USER	VEHICLE COST	NA	-8.8%	-22.0%	-8.2%	0.0%	0.0%	0.0%	? ^4
REFORMULATED GASOLINE, CA PHASE II	ONGOING	ALL	USER	\$0.14-0.28/GAL	NA	-23.1%	-15.4%	-13.5%	-1.5%	-1.7%	0.7%	? ^4
VMT/SMOG TAX	ONGOING	ALL	USER	\$0.07/MILE AVG	USED/UNUSED ^5	-14.9/-4.6%	-14.5/-5.3%	-17.3/-5.0%	-9.8/-1.0%	-8.4/-1.3%	7.0/0.5%	-11.4/-3.0%
ENHANCED I/M PURGE & TRANSIENT	ONGOING	ALL	USER	TEST/REPAIR COST	NA	-17.5%	-8.0%	-8.0%	0.0%	0.0%	0.0%	-0.6%
PARKING FEE	ONGOING	NONWORK	USER	\$0.60/SPACE/MR	USED/UNUSED	-9.9/-5.4%	-8.3/-5.7%	-9.0/-5.9%	-8.0/-5.7%	-13.3/-8.0%	9.5/1.4%	-8.0/-5.7%
PARKING FEE	ONGOING	WORK	USER	\$8/SPACE/DAY	USED/UNUSED	-8.2/-4.3%	-8.3/-3.9%	-10.9/-5.0%	-7.7/-3.6%	-8.1/-2.8%	4.4/1.2%	-7.5/-3.6%
CONGESTION PRICING	ONGOING	ALL	USER	\$0.30/MILE	USED/UNUSED	-8.6/-5.6%	-7.8/-5.1%	-10.2/-6.6%	-7.1/-4.7%	-5.7/-3.7%	3.9/1.9%	-7.1/-4.7%
ADD-ON TO FUEL TAX	ONGOING	ALL	USER	\$1.50/GALLON	UNUSABLE	-8.1%	-7.5%	-8.3%	-7.4%	-8.3%	3.1%	-44.6%
REFORMULATED GASOLINE, FED PHASE II	ONGOING	ALL	USER	\$0.08-0.20/GAL	NA	-20.6%	-5.6%	-10.1%	-1.1%	-1.2%	0.5%	? ^4
DEVELOPMENT IMPACT FEE	ONE TIME	ALL	DEVELOPER	SERVICE COST	USED	-8.4%	-5.4%	-6.6%	-5.0%	-6.6%	5.9%	-5.0%
LAND USE ^7	ONE TIME	ALL	DEVELOPER	SERVICE COST	USED	-8.4%	-5.4%	-6.6%	-5.0%	-6.6%	5.9%	-5.0%
PARKING FEE	ONGOING	WORK	PROVIDER	\$700/SPACE/YR	USED/UNUSED	-5.6/0%	-5.0/0%	-8.7/0%	-4.5/0%	-3.7/0%	3.3/0%	-4.5/0%
PARKING FEE	ONGOING	NONWORK	PROVIDER	\$700/SPACE/YR	USED/UNUSED	-6.0/0%	-4.9/0%	-5.4/0%	-4.7/0%	-8.3/0%	7.7/0%	-4.7/0%
PARKING FEE	ONE TIME	NONWORK	PROVIDER	\$13,000/SPACE	USED/UNUSED	-4.3/0%	-3.5/0%	-3.9/0%	-3.3/0%	-6.0/0%	5.5/0%	-3.3/0%
PAY-AS-YOU-DRIVE INSURANCE	ONGOING	ALL	USER	\$0.45/GALLON	UNUSABLE	-3.3%	-3.1%	-3.4%	-3.0%	-3.4%	1.3%	-19.3%
PARKING RATIO	ONE TIME	NONWORK	NA	NA	NA	-2.7%	-2.4%	-2.5%	-2.4%	-3.4%	0.8%	-2.4%
PARKING FEE	ONE TIME	WORK	PROVIDER	\$13,000/SPACE	USED/UNUSED	-1.5/0%	-1.4/0%	-1.8/0%	-1.2/0%	-1.0/0%	0.9/0%	-1.2/0%
PARKING RATIO	ONE TIME	WORK	NA	NA	NA	-1.3%	-1.2%	-1.5%	-1.1%	-0.9%	0.4%	-1.1%
EMPLOYER TRIP REDUCTION PROGRAM	ONGOING	WORK	EMPLOYER	PROGRAM COST	NA	-1.2%	-1.1%	-1.4%	-1.0%	-8.0%	0.4%	-1.0%
REFORMULATED GASOLINE, FED PHASE I	ONGOING	ALL	USER	\$0.04-0.11/GAL	NA	-10.4%	-0.7%	-3.7%	-0.6%	-0.7%	0.3%	? ^4
ENHANCED I/M PRESSURE TEST	ONGOING	ALL	USER	TEST/REPAIR COST	NA	-8.2%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.3%
RTP ROAD AND TRANSIT NETWORK ^8	NA	ALL	NA	NETWORK COST	NA	-0.8%	0.0%	-1.6%	0.6%	-0.3%	0.1%	0.6%
OFF-ROAD VEHICLE EMISSION STDS ^6	ONGOING	ALL	USER	VEHICLE COST	NA	-7.5%	0.0%	-9.4%	0.0%	0.0%	0.0%	? ^4
OFF-ROAD VEHICLE TAX CREDIT ^8	ONGOING	ALL	TAX-PAYER	LOST TAXES	NA	-7.5%	0.0%	-9.4%	0.0%	0.0%	0.0%	? ^4
EDUCATION ^9	ONGOING	ALL	NA	PROGRAM COST	NA	-	-	-	-	-	-	-

## NOTES:

- ANALYSIS BASED ON THE BEST AVAILABLE INFORMATION ON THE PREDICTED IMPACTS OF THE STRATEGIES. THE RESULTS FOR THE INDIVIDUAL STRATEGIES ARE NOT ALWAYS ADDITIVE. FOR STRATEGIES WITH A RANGE OF FEES, ONLY THE HIGH FEE LEVEL WAS ANALYSED. THE TABLE SHOWS THE EFFECT OF STRATEGIES APPLIED TO THE 2010 BASE SCENARIO.
- FOR STRATEGIES THAT GENERATE REVENUE, THE TABLE INDICATES PERCENT CHANGES WITH AND WITHOUT USE OF THE REVENUE FOR TRANSPORTATION INCENTIVE PROGRAMS.
- NON-AUTO SHARE INCLUDES TRANSIT, WALK AND BICYCLE. IT IS EXPRESSED AS AN ABSOLUTE CHANGE FROM THE 10.1% SHARE IN THE 2010 BASE CASE. TRANSIT ACCOUNTS FOR 2.9% OF THE 10.1% NON-AUTO SHARE IN THE 2010 BASE CASE. TRI-MET'S STRATEGIC PLAN WOULD INCREASE THIS TO 8.4% TRANSIT SHARE. THUS, A 5.5% ABSOLUTE INCREASE IN NON-AUTO SHARE (EQUAL TO 15.5% TOTAL NON-AUTO SHARE) WOULD ACHIEVE TRI-MET'S STRATEGIC PLAN, ASSUMING WALK AND BICYCLE TRIPS DO NOT INCREASE.
- ENERGY USE IMPACT IS UNCLEAR DUE TO POSSIBLE HIGHER ENERGY USE AT THE REFINERY FOR REFORMULATED FUELS AND POSSIBLE FUEL ECONOMY LOSS FOR THE LEV AND OFF-ROAD PROGRAMS.
- REVENUE FROM THIS FEE MAY BE UNUSABLE FOR TRANSIT PENDING AN OREGON SUPREME COURT DECISION.
- EMISSION REDUCTIONS ARE EXPRESSED AS AN EQUIVALENT REDUCTION OF ON-ROAD VEHICLE EMISSIONS.
- ONLY APPLICABLE IF A PRICING STRATEGY SUCH AS THE IMPACT FEE OR PARKING FEE IS IMPLEMENTED.
- THE REGIONAL TRANSPORTATION PLAN (RTP) WAS NOT DESIGNED AS AN AIR QUALITY STRATEGY, BUT AS A COMPREHENSIVE TRANSPORTATION PLAN TO ACHIEVE MOBILITY AND ACCESSIBILITY. THE RTP WILL NEED TO BE REVISED TO INCORPORATE THE MAINTENANCE PLAN, SIP CONFORMITY, THE LCDC TRANSPORTATION PLANNING RULE AND REGION 2040.
- EMISSION AND TRAVEL REDUCTIONS NOT QUANTIFIABLE, BUT EDUCATION COULD BE HIGHLY IMPORTANT IN ENSURING FULL SUCCESS OF OTHER STRATEGIES.



TABLE 4.1

MOTOR VEHICLE EMISSION REDUCTION STRATEGY ANALYSIS FOR THE PORTLAND AREA: PERCENT CHANGE FROM 2010 BASE CASE ^1

SCENARIO: 2.2%/YR VMT GROWTH, COMMITTED NETWORK

25-Aug-92

INDIVIDUAL STRATEGY ANALYSIS RESULTS

SORT ORDER: \$/TON HC+NOx REDUCED (TOTAL MONETARY PLUS TIME CO STS)

TIME VALUE: \$4/HR PEAK; \$2/HR OFF-PEAK

STRATEGY	FREQ	TRIP PURPOSE	WHO PAYS	COST/ FEE LEVEL	REVENUE/ INCENTIVES ^2	EMISSIONS			VMT	\$/TON HC+NOx REDUCED	
						HC	NOx	CO		MONETARY ^3	MONETARY + TIME ^3
PARKING RATIO	ONE TIME	WORK	NA	NA	NA	-1.3%	-1.2%	-1.5%	-1.1%	(\$108,958)	(\$159,854)
PARKING RATIO	ONE TIME	NONWORK	NA	NA	NA	-2.7%	-2.4%	-2.5%	-2.4%	(\$121,518)	(\$121,053)
ADD-ON TO FUEL TAX	ONGOING	ALL	USER	\$1.50/GALLON	UNUSABLE	-8.1%	-7.5%	-8.3%	-7.4%	(\$82,443)	(\$93,599)
EMPLOYER TRIP REDUCTION PROGRAM	ONGOING	WORK	EMPLOYER	PROGRAM COST	NA	-1.2%	-1.1%	-1.4%	-1.0%	(\$24,474)	(\$69,623)
PARKING FEE	ONGOING	WORK	USER	\$9/SPACE/DAY	USED/UNUSED	-9.2/-4.3%	-8.3/-3.9%	-10.9/-5.0%	-7.7/-3.6%	(\$35,814)	(\$81,112)
DEVELOPMENT IMPACT FEE	ONE TIME	ALL	DEVELOPER	SERVICE COST	USED	-8.4%	-5.4%	-8.6%	-5.0%	(\$49,813)	(\$45,047)
LAND USE ^4	ONE TIME	ALL	DEVELOPER	SERVICE COST	USED	-8.4%	-5.4%	-8.6%	-5.0%	(\$49,813)	(\$45,047)
PARKING FEE	ONGOING	WORK	PROVIDER	\$700/SPACE/YR	USED/UNUSED	-5.6/0%	-5.0/0%	-6.7/0%	-4.5/0%	(\$21,992)	(\$41,994)
PARKING FEE	ONE TIME	WORK	PROVIDER	\$13,000/SPACE	USED/UNUSED	-1.5/0%	-1.4/0%	-1.8/0%	-1.2/0%	(\$21,902)	(\$41,853)
CONGESTION PRICING	ONGOING	ALL	USER	\$0.30/MILE	USED/UNUSED	-8.6/-5.6%	-7.8/-5.1%	-10.2/-6.6%	-7.1/-4.7%	\$33	(\$33,889)
PARKING FEE	ONE TIME	NONWORK	PROVIDER	\$13,000/SPACE	USED/UNUSED	-4.3/0%	-3.5/0%	-3.9/0%	-3.3/0%	(\$56,672)	(\$23,984)
PAY-AS-YOU-DRIVE INSURANCE	ONGOING	ALL	USER	\$0.45/GALLON	UNUSABLE	-3.8%	-3.1%	-3.4%	-3.0%	\$2,233	(\$9,044)
ENHANCED I/M PRESSURE TEST	ONGOING	ALL	USER	TEST/REPAIR COST	NA	-6.2%	0.0%	0.0%	0.0%	\$1,700	\$1,700
VMT/SMOG TAX	ONGOING	ALL	USER	\$0.07/MILE AVG	USED/UNUSED ^5	-14.9/-4.6%	-14.5/-5.3%	-17.3/-5.0%	-9.6/-1.0%	\$15,889	\$1,723
OFF-ROAD VEHICLE EMISSION STDs ^6	ONGOING	ALL	USER	VEHICLE COST	NA	-7.5%	0.0%	-9.4%	0.0%	\$2,000	\$2,000
OFF-ROAD VEHICLE TAX CREDIT ^6	ONGOING	ALL	TAX-PAYER	LOST TAXES	NA	-7.5%	0.0%	-9.4%	0.0%	\$2,000	\$2,000
REFORMULATED GASOLINE, CA PHASE II	ONGOING	ALL	USER	\$0.14-0.28/GAL	NA	-23.1%	-15.4%	-13.5%	-1.5%	\$3,678	\$2,758
ENHANCED I/M PURGE & TRANSIENT	ONGOING	ALL	USER	TEST/REPAIR COST	NA	-17.5%	-9.0%	-8.0%	0.0%	\$3,300	\$3,300
PARKING FEE	ONGOING	NONWORK	USER	\$0.80/SPACE/HR	USED/UNUSED	-9.9/-6.4%	-8.3/-5.7%	-9.0/-5.9%	-8.0/-5.7%	(\$18,562)	\$3,427
REFORMULATED GASOLINE, FED PHASE II	ONGOING	ALL	USER	\$0.08-0.20/GAL	NA	-20.8%	-5.6%	-10.1%	-1.1%	\$4,889	\$3,922
REFORMULATED GASOLINE, FED PHASE I	ONGOING	ALL	USER	\$0.04-0.11/GAL	NA	-10.4%	-0.7%	-3.7%	-0.6%	\$8,284	\$4,962
CALIFORNIA LEV PROGRAM	ONGOING	ALL	USER	VEHICLE COST	NA	-8.6%	-22.0%	-8.2%	0.0%	\$7,700	\$7,700
PARKING FEE	ONGOING	NONWORK	PROVIDER	\$700/SPACE/YR	USED/UNUSED	-6.0/0%	-4.9/0%	-5.4/0%	-4.7/0%	(\$212)	\$32,490
RTP ROAD AND TRANSIT NETWORK ^7	NA	ALL	NA	NETWORK COST	NA	-0.8%	0.0%	-1.6%	0.6%	\$1,749,803	\$1,749,803
EDUCATION ^8	ONGOING	ALL	NA	PROGRAM COST	NA	--	--	--	--	--	--

## NOTES:

- ANALYSIS BASED ON THE BEST AVAILABLE INFORMATION ON THE PREDICTED IMPACTS OF THE STRATEGIES. THE RESULTS FOR THE INDIVIDUAL STRATEGIES ARE NOT ALWAYS ADDITIVE. FOR STRATEGIES WITH A RANGE OF FEES, ONLY THE HIGH FEE LEVEL WAS ANALYSED. THE TABLE SHOWS THE EFFECT OF STRATEGIES APPLIED TO THE 2010 BASE SCENARIO.
- FOR STRATEGIES THAT GENERATE REVENUE, THE TABLE INDICATES PERCENT CHANGES WITH AND WITHOUT USE OF THE REVENUE FOR TRANSPORTATION INCENTIVE PROGRAMS. COST PER TON AND NET COST INFORMATION IS SHOWN WITH USE OF REVENUE ONLY.
- MONETARY COST INCLUDES FEES, TAXES, TRANSIT COSTS, ROAD COSTS, VEHICLE USE COSTS, EMPLOYEE BENEFITS AND PARKING SPACE COSTS. TIME COSTS INCLUDE CONGESTION AND ADDED TRAVEL TIME ON TRANSIT. VALUES IN ( ) REPRESENT NEGATIVE COSTS OR NET SAVINGS.
- ONLY APPLICABLE IF A PRICING STRATEGY SUCH AS THE IMPACT FEE OR PARKING FEE IS IMPLEMENTED.
- REVENUE FROM THIS FEE MAY BE UNUSABLE FOR TRANSIT PENDING AN OREGON SUPREME COURT DECISION.
- EMISSION REDUCTIONS ARE EXPRESSED AS AN EQUIVALENT REDUCTION OF ON-ROAD VEHICLE EMISSIONS.
- THE REGIONAL TRANSPORTATION PLAN (RTP) WAS NOT DESIGNED AS AN AIR QUALITY STRATEGY, BUT AS A COMPREHENSIVE TRANSPORTATION PLAN TO ACHIEVE MOBILITY AND ACCESSIBILITY. THE RTP WILL NEED TO BE REVISED TO INCORPORATE THE MAINTENANCE PLAN, SIP CONFORMITY, THE LDCO TRANSPORTATION PLANNING RULE AND REGION 2040.
- COST ESTIMATE OF \$1 MILLION. BENEFITS NOT QUANTIFIABLE, BUT EDUCATION COULD BE HIGHLY IMPORTANT IN ENSURING FULL SUCCESS OF OTHER STRATEGIES.

TABLE 4.2

MOTOR VEHICLE EMISSION REDUCTION STRATEGY ANALYSIS FOR THE PORTLAND AREA: PERCENT CHANGE FROM 2010 BASE CASE ^1

SCENARIO: 2.2%/YR VMT GROWTH, COMMITTED NETWORK

25-Aug-92

INDIVIDUAL STRATEGY ANALYSIS RESULTS

SORT ORDER: \$/TON HC+NOx REDUCED (TOTAL MONETARY PLUS TIME COSTS)

TIME VALUE: \$4/HR PEAK; \$2/HR OFF-PEAK

STRATEGY	FREQ	TRIP PURPOSE	WHO PAYS	COST/ FEE LEVEL	REVENUE/ INCENTIVES ^2	NET MONETARY COST (\$MM)				NET MONETARY + TIME COST (\$MM)			
						HOUSEHOLD	BUSINESS	GOVERNMENT	NET SOCIETAL	HOUSEHOLD	BUSINESS	GOVERNMENT	NET SOCIETAL
PARKING RATIO	ONE TIME	WORK	NA	NA	NA	(\$30)	(\$21)	\$7	(\$44)	(\$51)	(\$21)	\$7	(\$68)
PARKING RATIO	ONE TIME	NONWORK	NA	NA	NA	(\$81)	(\$31)	(\$14)	(\$136)	(\$90)	(\$31)	(\$14)	(\$136)
ADD-ON TO FUEL TAX	ONGOING	ALL	USER	\$1.50/GALLON	UNUSABLE	\$206	\$0	(\$487)	(\$282)	\$187	\$0	(\$487)	(\$320)
EMPLOYER TRIP REDUCTION PROGRAM	ONGOING	WORK	EMPLOYER	PROGRAM COST	NA	(\$28)	\$0	\$17	(\$9)	(\$43)	\$0	\$17	(\$27)
PARKING FEE	ONGOING	WORK	USER	\$8/SPACE/DAY	USED/UNUSED	\$61	(\$143)	(\$21)	(\$103)	(\$12)	(\$143)	(\$21)	(\$176)
DEVELOPMENT IMPACT FEE	ONE TIME	ALL	DEVELOPER	SERVICE COST	USED	(\$105)	\$0	(\$23)	(\$128)	(\$93)	\$0	(\$23)	(\$116)
LAND USE ^4	ONE TIME	ALL	DEVELOPER	SERVICE COST	USED	(\$105)	\$0	(\$23)	(\$128)	(\$93)	\$0	(\$23)	(\$116)
PARKING FEE	ONGOING	WORK	PROVIDER	\$700/SPACE/YR	USED/UNUSED	(\$150)	\$126	(\$14)	(\$38)	(\$185)	\$126	(\$14)	(\$73)
PARKING FEE	ONE TIME	WORK	PROVIDER	\$13,000/SPACE	USED/UNUSED	(\$42)	\$36	(\$5)	(\$10)	(\$51)	\$36	(\$5)	(\$20)
CONGESTION PRICING	ONGOING	ALL	USER	\$0.30/MILE	USED/UNUSED	\$22	\$0	(\$22)	\$0	(\$69)	\$0	(\$22)	(\$91)
PARKING FEE	ONE TIME	NONWORK	PROVIDER	\$13,000/SPACE	USED/UNUSED	(\$150)	\$65	(\$12)	(\$96)	(\$94)	\$65	(\$12)	(\$41)
PAY-AS-YOU-DRIVE INSURANCE	ONGOING	ALL	USER	\$0.45/GALLON	UNUSABLE	\$7	\$0	(\$4)	\$3	(\$9)	\$0	(\$4)	(\$13)
ENHANCED I/M PRESSURE TEST	ONGOING	ALL	USER	TEST/REPAIR COST	NA	\$3	\$0	\$0	\$3	\$3	\$0	\$0	\$3
VMT/SMOG TAX	ONGOING	ALL	USER	\$0.07/MILE AVG	USED/UNUSED ^5	\$137	\$0	(\$38)	\$101	\$47	\$0	(\$36)	\$11
OFF-ROAD VEHICLE EMISSION STDs ^6	ONGOING	ALL	USER	VEHICLE COST	NA	\$4	\$0	\$0	\$4	\$4	\$0	\$0	\$4
OFF-ROAD VEHICLE TAX CREDIT ^6	ONGOING	ALL	TAX-PAYER	LOST TAXES	NA	\$4	\$0	\$0	\$4	\$4	\$0	\$0	\$4
REFORMULATED GASOLINE, CA PHASE II	ONGOING	ALL	USER	\$0.14-0.28/GAL	NA	\$38	\$0	(\$7)	\$31	\$30	\$0	(\$7)	\$23
ENHANCED I/M PURGE & TRANSIENT	ONGOING	ALL	USER	TEST/REPAIR COST	NA	\$20	\$0	\$0	\$20	\$20	\$0	\$0	\$20
PARKING FEE	ONGOING	NONWORK	USER	\$0.60/SPACE/HR	USED/UNUSED	\$63	(\$107)	(\$29)	(\$73)	\$150	(\$107)	(\$29)	\$14
REFORMULATED GASOLINE, FED PHASE II	ONGOING	ALL	USER	\$0.08-0.20/GAL	NA	\$34	\$0	(\$5)	\$29	\$29	\$0	(\$5)	\$24
REFORMULATED GASOLINE, FED PHASE I	ONGOING	ALL	USER	\$0.04-0.11/GAL	NA	\$20	\$0	(\$3)	\$17	\$17	\$0	(\$3)	\$14
CALIFORNIA LEV PROGRAM	ONGOING	ALL	USER	VEHICLE COST	NA	\$49	\$0	\$0	\$49	\$49	\$0	\$0	\$49
PARKING FEE	ONGOING	NONWORK	PROVIDER	\$700/SPACE/YR	USED/UNUSED	(\$257)	\$274	(\$17)	(\$1)	(\$179)	\$274	(\$17)	\$77
FTP ROAD AND TRANSIT NETWORK ^7	NA	ALL	NA	NETWORK COST	NA	\$23	\$0	\$100	\$123	\$23	\$0	\$100	\$123
EDUCATION ^8	ONGOING	ALL	NA	PROGRAM COST	NA	-	-	-	-	-	-	-	-

# ATTACHMENT A-

MOTOR VEHICLE EMISSION REDUCTION STRATEGY ANALYSIS FOR THE PORTLAND AREA: PERCENT CHANGE FROM 2010 BASE CASE ^1

SCENARIO: 2.2%/YR VMT GROWTH, COMMITTED NETWORK

25-Aug-92

INDIVIDUAL STRATEGY ANALYSIS RESULTS

SORT ORDER: \$/TON HC+NOx REDUCED (TOTAL MONETARY PLUS TIME COSTS)

TIME VALUE: \$6/HR PEAK; \$4/HR OFF-PEAK

STRATEGY	FREQ	TRIP PURPOSE	WHO PAYS	COST/ FEE LEVEL	REVENUE/ INCENTIVES ^2	EMISSIONS			VMT	\$/TON HC+NOx REDUCED	
						HC	NOx	CO		MONETARY ^3	MONETARY + TIME ^3
PARKING RATIO	ONE TIME	WORK	NA	NA	NA	-1.3%	-1.2%	-1.5%	-1.1%	(\$106,858)	(\$188,303)
PARKING RATIO	ONE TIME	NONWORK	NA	NA	NA	-2.7%	-2.4%	-2.5%	-2.4%	(\$121,518)	(\$117,996)
ADD-ON TO FUEL TAX	ONGOING	ALL	USER	\$1.50/GALLON	UNUSABLE	-8.1%	-7.6%	-8.3%	-7.4%	(\$82,443)	(\$95,656)
EMPLOYER TRIP REDUCTION PROGRAM	ONGOING	WORK	EMPLOYER	PROGRAM COST	NA	-1.2%	-1.1%	-1.4%	-1.0%	(\$24,474)	(\$92,198)
PARKING FEE	ONGOING	WORK	USER	\$8/SPACE/DAY	USED/UNUSED	-8.2/-4.3%	-8.3/-3.8%	-10.9/-5.0%	-7.7/-3.6%	(\$35,814)	(\$73,711)
PARKING FEE	ONGOING	WORK	PROVIDER	\$700/SPACE/YR	USED/UNUSED	-5.8/0%	-5.0/0%	-8.7/0%	-4.5/0%	(\$21,992)	(\$51,995)
PARKING FEE	ONE TIME	WORK	PROVIDER	\$13,000/SPACE	USED/UNUSED	-1.5/0%	-1.4/0%	-1.8/0%	-1.2/0%	(\$21,902)	(\$51,829)
CONGESTION PRICING	ONGOING	ALL	USER	\$0.30/MILE	USED/UNUSED	-8.6/-5.6%	-7.8/-5.1%	-10.2/-6.6%	-7.1/-4.7%	\$33	(\$50,850)
DEVELOPMENT IMPACT FEE	ONE TIME	ALL	DEVELOPER	SERVICE COST	USED	-6.4%	-5.4%	-6.6%	-5.0%	(\$49,813)	(\$33,717)
LAND USE ^4	ONE TIME	ALL	DEVELOPER	SERVICE COST	USED	-6.4%	-5.4%	-6.6%	-5.0%	(\$49,813)	(\$33,717)
PAY-AS-YOU-DRIVE INSURANCE	ONGOING	ALL	USER	\$0.45/GALLON	UNUSABLE	-3.3%	-3.1%	-3.4%	-3.0%	\$2,233	(\$11,119)
VMT/SMOG TAX	ONGOING	ALL	USER	\$0.07/MILE AVG	USED/UNUSED ^5	-14.9/-4.6%	-14.6/-5.3%	-17.3/-5.0%	-9.6/-1.0%	\$15,889	(\$5,035)
ENHANCED I/M PRESSURE TEST	ONGOING	ALL	USER	TEST/REPAIR COST	NA	-8.2%	0.0%	0.0%	0.0%	\$1,700	\$1,700
OFF-ROAD VEHICLE EMISSION STDS ^6	ONGOING	ALL	USER	VEHICLE COST	NA	-7.5%	0.0%	-9.4%	0.0%	\$2,000	\$2,000
OFF-ROAD VEHICLE TAX CREDIT ^6	ONGOING	ALL	TAX-PAYER	LOST TAXES	NA	-7.5%	0.0%	-9.4%	0.0%	\$2,000	\$2,000
REFORMULATED GASOLINE, CA PHASE II	ONGOING	ALL	USER	\$0.14-0.28/GAL	NA	-23.1%	-15.4%	-13.5%	-1.5%	\$3,878	\$2,583
ENHANCED I/M PURGE & TRANSIENT	ONGOING	ALL	USER	TEST/REPAIR COST	NA	-17.5%	-8.0%	-8.0%	0.0%	\$3,300	\$3,300
REFORMULATED GASOLINE, FED PHASE II	ONGOING	ALL	USER	\$0.08-0.20/GAL	NA	-20.6%	-5.6%	-10.1%	-1.1%	\$4,869	\$3,740
REFORMULATED GASOLINE, FED PHASE I	ONGOING	ALL	USER	\$0.04-0.11/GAL	NA	-10.4%	-0.7%	-3.7%	-0.6%	\$6,284	\$4,670
CALIFORNIA LEV PROGRAM	ONGOING	ALL	USER	VEHICLE COST	NA	-9.8%	-22.0%	-8.2%	0.0%	\$7,700	\$7,700
PARKING FEE	ONE TIME	NONWORK	PROVIDER	\$13,000/SPACE	USED/UNUSED	-4.3/0%	-3.5/0%	-3.9/0%	-3.3/0%	(\$58,672)	\$11,080
PARKING FEE	ONGOING	NONWORK	USER	\$0.80/SPACE/HR	USED/UNUSED	-8.9/-6.4%	-8.9/-5.7%	-9.0/-5.9%	-8.0/-5.7%	(\$18,582)	\$27,867
PARKING FEE	ONGOING	NONWORK	PROVIDER	\$700/SPACE/YR	USED/UNUSED	-6.0/0%	-4.9/0%	-5.4/0%	-4.7/0%	(\$212)	\$67,570
RTP ROAD AND TRANSIT NETWORK ^7	NA	ALL	NA	NETWORK COST	NA	-0.8%	0.0%	-1.6%	0.6%	\$1,749,803	\$1,749,803
EDUCATION ^8	ONGOING	ALL	NA	PROGRAM COST	NA	--	--	--	--	--	--

## NOTES:

- ANALYSIS BASED ON THE BEST AVAILABLE INFORMATION ON THE PREDICTED IMPACTS OF THE STRATEGIES. THE RESULTS FOR THE INDIVIDUAL STRATEGIES ARE NOT ALWAYS ADDITIVE. FOR STRATEGIES WITH A RANGE OF FEES, ONLY THE HIGH FEE LEVEL WAS ANALYSED. THE TABLE SHOWS THE EFFECT OF STRATEGIES APPLIED TO THE 2010 BASE SCENARIO.
- FOR STRATEGIES THAT GENERATE REVENUE, THE TABLE INDICATES PERCENT CHANGES WITH AND WITHOUT USE OF THE REVENUE FOR TRANSPORTATION INCENTIVE PROGRAMS. COST PER TON AND NET COST INFORMATION IS SHOWN WITH USE OF REVENUE ONLY.
- MONETARY COST INCLUDES FEES, TAXES, TRANSIT COSTS, ROAD COSTS, VEHICLE USE COSTS, EMPLOYEE BENEFITS AND PARKING SPACE COSTS. TIME COSTS INCLUDE CONGESTION AND ADDED TRAVEL TIME ON TRANSIT. VALUES IN ( ) REPRESENT NEGATIVE COSTS OR NET SAVINGS.
- ONLY APPLICABLE IF A PRICING STRATEGY SUCH AS THE IMPACT FEE OR PARKING FEE IS IMPLEMENTED.
- REVENUE FROM THIS FEE MAY BE UNUSABLE FOR TRANSIT PENDING AN OREGON SUPREME COURT DECISION.
- EMISSION REDUCTIONS ARE EXPRESSED AS AN EQUIVALENT REDUCTION OF ON-ROAD VEHICLE EMISSIONS.
- THE REGIONAL TRANSPORTATION PLAN (RTP) WAS NOT DESIGNED AS AN AIR QUALITY STRATEGY, BUT AS A COMPREHENSIVE TRANSPORTATION PLAN TO ACHIEVE MOBILITY AND ACCESSIBILITY. THE RTP WILL NEED TO BE REVISED TO INCORPORATE THE MAINTENANCE PLAN, SIP CONFORMITY, THE LCDC TRANSPORTATION PLANNING RULE AND REGION 2040.
- COST ESTIMATE OF \$1 MILLION. BENEFITS NOT QUANTIFIABLE, BUT EDUCATION COULD BE HIGHLY IMPORTANT IN ENSURING FULL SUCCESS OF OTHER STRATEGIES.

MOTOR VEHICLE EMISSION REDUCTION STRATEGY ANALYSIS FOR THE PORTLAND AREA: PERCENT CHANGE FROM 2010 BASE CASE ^1

SCENARIO: 2.2%/YR VMT GROWTH, COMMITTED NETWORK

25-Aug-92

INDIVIDUAL STRATEGY ANALYSIS RESULTS

SORT ORDER: \$/TON HC+NOx REDUCED (TOTAL MONETARY PLUS TIME CO STS)

TIME VALUE: \$6/HR PEAK; \$4/HR OFF-PEAK

STRATEGY	FREQ	TRIP PURPOSE	WHO PAYS	COST/ FEE LEVEL	REVENUE/ INCENTIVES ^2	NET MONETARY COST (\$MM)				NET MONETARY + TIME COST (\$MM)			
						HOUSEHOLD	BUSINESS	GOVERNME	NET SOCIETAL	HOUSEHOLD	BUSINESS	GOVERNMEN	NET SOCIETAL
PARKING RATIO	ONE TIME	WORK	NA	NA	NA	(\$30)	(\$21)	\$7	(\$44)	(\$62)	(\$21)	\$7	(\$76)
PARKING RATIO	ONE TIME	NONWORK	NA	NA	NA	(\$91)	(\$31)	(\$14)	(\$136)	(\$87)	(\$31)	(\$14)	(\$132)
ADD-ON TO FUEL TAX	ONGOING	ALL	USER	\$1.60/GALLON	UNUSABLE	\$208	\$0	(\$487)	(\$282)	\$160	\$0	(\$487)	(\$327)
EMPLOYER TRIP REDUCTION PROGRAM	ONGOING	WORK	EMPLOYER	PROGRAM COST	NA	(\$28)	\$0	\$17	(\$9)	(\$52)	\$0	\$17	(\$35)
PARKING FEE	ONGOING	WORK	USER	\$8/SPACE/DAY	USED/UNUSED	\$61	(\$143)	(\$21)	(\$103)	(\$48)	(\$143)	(\$21)	(\$212)
PARKING FEE	ONGOING	WORK	PROVIDER	\$700/SPACE/YR	USED/UNUSED	(\$150)	\$128	(\$14)	(\$38)	(\$202)	\$128	(\$14)	(\$90)
PARKING FEE	ONE TIME	WORK	PROVIDER	\$13,000/SPACE	USED/UNUSED	(\$42)	\$38	(\$5)	(\$10)	(\$56)	\$38	(\$5)	(\$25)
CONGESTION PRICING	ONGOING	ALL	USER	\$0.30/MILE	USED/UNUSED	\$22	\$0	(\$22)	\$0	(\$115)	\$0	(\$22)	(\$137)
DEVELOPMENT IMPACT FEE	ONE TIME	ALL	DEVELOPER	SERVICE COST	USED	(\$105)	\$0	(\$23)	(\$128)	(\$64)	\$0	(\$23)	(\$87)
LAND USE ^4	ONE TIME	ALL	DEVELOPER	SERVICE COST	USED	(\$105)	\$0	(\$23)	(\$128)	(\$64)	\$0	(\$23)	(\$87)
PAY-AS-YOU-DRIVE INSURANCE	ONGOING	ALL	USER	\$0.45/GALLON	UNUSABLE	\$7	\$0	(\$4)	\$3	(\$12)	\$0	(\$4)	(\$16)
VMT/SMOG TAX	ONGOING	ALL	USER	\$0.07/MILE AVG	USED/UNUSED ^5	\$137	\$0	(\$36)	\$101	\$4	\$0	(\$36)	(\$32)
ENHANCED I/M PRESSURE TEST	ONGOING	ALL	USER	TEST/REPAIR COST	NA	\$3	\$0	\$0	\$3	\$3	\$0	\$0	\$3
OFF-ROAD VEHICLE EMISSION STDS ^6	ONGOING	ALL	USER	VEHICLE COST	NA	\$4	\$0	\$0	\$4	\$4	\$0	\$0	\$4
OFF-ROAD VEHICLE TAX CREDIT ^6	ONGOING	ALL	TAX-PAYER	LOST TAXES	NA	\$4	\$0	\$0	\$4	\$4	\$0	\$0	\$4
REFORMULATED GASOLINE, CA PHASE II	ONGOING	ALL	USER	\$0.14-0.28/GAL	NA	\$38	\$0	(\$7)	\$31	\$29	\$0	(\$7)	\$22
ENHANCED I/M PURGE & TRANSIENT	ONGOING	ALL	USER	TEST/REPAIR COST	NA	\$20	\$0	\$0	\$20	\$20	\$0	\$0	\$20
REFORMULATED GASOLINE, FED PHASE II	ONGOING	ALL	USER	\$0.08-0.20/GAL	NA	\$34	\$0	(\$5)	\$28	\$28	\$0	(\$5)	\$22
REFORMULATED GASOLINE, FED PHASE I	ONGOING	ALL	USER	\$0.04-0.11/GAL	NA	\$20	\$0	(\$3)	\$17	\$18	\$0	(\$3)	\$13
CALIFORNIA LEV PROGRAM	ONGOING	ALL	USER	VEHICLE COST	NA	\$49	\$0	\$0	\$49	\$49	\$0	\$0	\$49
PARKING FEE	ONE TIME	NONWORK	PROVIDER	\$13,000/SPACE	USED/UNUSED	(\$150)	\$85	(\$12)	(\$96)	(\$34)	\$85	(\$12)	\$19
PARKING FEE	ONGOING	NONWORK	USER	\$0.60/SPACE/HR	USED/UNUSED	\$83	(\$107)	(\$29)	(\$73)	\$247	(\$107)	(\$29)	\$110
PARKING FEE	ONGOING	NONWORK	PROVIDER	\$700/SPACE/YR	USED/UNUSED	(\$237)	\$274	(\$17)	(\$1)	(\$96)	\$274	(\$17)	\$180
FTP ROAD AND TRANSIT NETWORK ^7	NA	ALL	NA	NETWORK COST	NA	\$23	\$0	\$100	\$123	\$23	\$0	\$100	\$123
EDUCATION ^8	ONGOING	ALL	NA	PROGRAM COST	NA	-	-	-	-	-	-	-	-

**Table 5.1**  
**SOME ALTERNATIVE STRATEGY PACKAGES**  
**(44% VOC/25% NOx Reduction Needed)**

<u>Package 1</u> (Most Cost/Beneficial)	<u>Package 2</u> (I/M Driven)	<u>Package 3</u> (Reform Fuel Driven)	<u>Package 4</u> (Cal.LEV Driven)
Lawn/Garden (7/0)*	Lawn/Garden (7/0)	Lawn/Garden(7/0)	Lawn/Garden (7/0)
Parking Ratios (4/4)			
Park Fee Work User Pay (9/8)	Enhanced I/M Purge + T (18/9)	Cal.Reform II Fuel (23/15)	Cal.LEV (10/22)
Fuel Tax (8/8)	Pricing Strategies (2 Needed**)(14/14)	Enhanced I/M Purge + T (18/9)	Fed.Reform II Fuel**** (11/0)
Employer Trip Reduction (1/1)	Land Use (6/5)		Enhanced I/M Purge + T (18/9)
Congestion Pricing (9/8)			
Park Fee, Non-Work One-Time, Provider (4/4)			
Land Use (6/5)			
Pay As You Drive Auto Insurance (3/3)			
<b>Total Emission Reduction*** (%VOC/%NOx):</b>			
(51/42)	(44/27)	(48/24)	(46/31)
<b>Total Cost:</b> \$1,865 million	\$1,043 million	\$132 million	\$151 million
<b>Total Benefits:</b> \$2,847 million	\$1,402 million	\$85 million	\$54 million
<b>Net Cost:</b> -\$786 to -\$999 ***** million	-\$207 to -\$412 million	+\$47 million	+\$97 million
<b>Net Cost/Benefit:</b> -\$53,600 (\$/ton VOC+NOx)	-\$22,600	+\$2,900	+\$5,700
<b>VMT Reduction:</b> -31% to -36%	-17% to -18%	-2%	-1%
<b>Energy Savings:</b> -45% to -66%	-17% to -18%	-1%	+2%

- \* Numbers in parentheses indicate %VOC/%NOx reductions.
- \*\* Example using worker-paid parking and congestion pricing.
- \*\*\* May need to increase fees some to counter overlap.
- \*\*\*\* Need reformulated fuel to get full Cal.LEV benefit.
- \*\*\*\*\* Range from \$0 for time of travel to \$6(peak)/\$4(off-peak) per hour. Does not include small \$ environmental externalities or the impact (positive or negative) on growth and development.

TABLE 5.2

SUMMARY OF INDIVIDUAL COSTS & BENEFITS:  
FOUR EXAMPLE STRATEGY PACKAGES

	Package #1	Package #2	Package #3	Package #4
<b>COSTS:</b>	New lawn mowers, etc.: +\$30-\$36. Increased transit system costs to handle increased ridership. Parking fees: \$6/workday. Fee on new parking spaces: \$13,000/space. Add-on to fuel tax: +\$1.50/gal. Congestion pricing: \$0.30/mile (during peak period). PAYD Insurance: +\$0.45/gal. Program administration costs.	New lawn mowers, etc.: +\$30-\$36. Higher I/M cost: +\$40/vehicle-test. Increased auto repair costs. Parking fees: \$6/workday. Congestion pricing: \$0.30/mile (during peak period). Increased transit system costs to handle increased ridership. Program administration costs.	New lawn mowers, etc.: +\$30-\$36. Reformulated gasoline: +\$0.20/gal. Reformulated gasoline: -1% energy value. Higher I/M cost: +\$40/vehicle-test. Increased auto repair costs.	New lawn mowers, etc.: +\$30-\$36. New cars: +\$70-\$1000 (+\$500 avg.). New cars: -2% energy efficiency. Reformulated gasoline: +\$0.12-\$0.14/gal. Reformulated gasoline: -1% energy value. Higher I/M cost: +\$40/vehicle-test. Increased auto repair costs.
<b>TOTAL COSTS*:</b>	\$1,865 million	\$1,043 million	\$132 million	\$151 million
<b>BENEFITS:</b>	More fuel efficient new lawn mowers. Expanded transit service. Free transit passes for affected riders. Fewer parking spaces required. Substantial reduction in VMT at \$0.33/mile. Less congestion, smoother traffic flow. More walk/bike trips. Basic insurance coverage for all drivers. Substantial reduction in emissions. Substantial reduction in energy use.	More fuel efficient new lawn mowers. Better auto fuel efficiency due to I/M. Expanded transit service. Free transit passes for affected riders. Fewer parking spaces required. Substantial reduction in VMT at \$0.33/mile. Less congestion, smoother traffic flow. More walk/bike trips. Substantial reduction in emissions. Substantial reduction in energy use.	More fuel efficient new lawn mowers. Small reduction in VMT at \$0.33/mile. Better auto fuel efficiency due to I/M. Substantial reduction in emissions.	More fuel efficient new lawn mowers. Small reduction in VMT at \$0.33/mile. Better auto fuel efficiency due to I/M. Substantial reduction in emissions.
<b>TOTAL BENEFITS*:</b>	\$2,847 million	\$1,402 million	\$85 million	\$54 million
<b>NET COST*:</b>	-\$982 million	-\$359 million	\$47 million	\$97 million

\* Annual costs and benefits.

SEP 08 1992

**State of Oregon  
Department of Environmental Quality****Memorandum****Date: September 3, 1992**

**To:** Members of the Governor's Task Force on Motor Vehicle Emission Reductions in the Portland Area and Interested Parties

**From:** John Kowalczyk *Mark Hays for*

**Subject:** Reformulated Fuels and Outboard Motor Strategies

We have just received new information on the EPA approvability of reformulated fuels and outboard motor controls. I thought this information should be passed on to you as soon as possible as it has a significant bearing on your deliberations.

**Reformulated Fuels**

Questions have been recently raised on the EPA approvability of reformulated fuels for the Portland area. We have reviewed the Clean Air Act and relevant EPA guidance and discussed the issue with EPA's Office of General Counsel.

**Federal Phase I and II Fuels**

With respect to Federal Phase I and Phase II reformulated fuels we find that according to Section 211(k)(6)(A) of the Clean Air Act, the Governor of a State can apply to EPA for supply of Federal Phase I and II fuels in any area of a State classified under subpart 2 of part D of Title 1 of the Act as a Marginal, Moderate, Serious, or Severe ozone nonattainment area. The Act requires the EPA Administrator to promulgate such requirement with the only condition being sufficient supply. In cases of insufficient supply, the Administrator would prioritize supply to the more severe areas and delay the supply to less severe areas by up to three years.

Since the Portland area has been classified under the provisions of Title I of the Act as a Marginal area, the Governor can apply for Federal Phase I and II fuels and EPA would have to approve supply of such fuel if and when it is available. It is clear the Act allows federal reformulated fuels to be used during the maintenance period, although the applications to do so should be submitted before the area is redesignated to attainment, to deal with ambiguity in the Act about applying after reclassification. It should be noted in support of this position, that while the Act requires marginal areas to meet an attainment date of November 1993 it allows reformulated fuels to be used in such areas no earlier than 1995. The supply issue

## **Motor Vehicle Emission Reductions**

**September 3, 1992**

**Page 3**

### **Other Information**

We will provide other requested information with our regular mailing for the September 22 meeting, including: A clearer presentation of the costs and benefits of pricing strategies on the motor vehicle owner; emission reduction potential from expanding the vehicle inspection boundary; potential implementation dates for each candidate strategy for the purpose of identifying possible phase-in options; and results of a new public telephone poll on lawn and garden equipment use and viewpoints on emission reduction strategies.

### **Report to the Legislative Interim Committee**

HB2175 requires a report from the Task Force, DEQ and Metro to be presented to the appropriate interim Legislative committee by October 1, 1992. A presentation has been scheduled before the Interim Senate Agricultural and Natural Resources Committee at 8:30 AM on September 29. This will not take more than one-half hour and will likely be mostly verbal, given the time between this meeting and the last Task Force meeting. This schedule has been set as it is possible there will be no other interim committee meetings prior to the start of the '93 Legislative Session.

### **September 22 Meeting Place/Lunch/Schedule**

We have reserved the 41st floor meeting room for the Task Force from your requested 9:00 AM start until 7:30 PM. We have arranged a buffet lunch in the room at a cost of \$7 for Task Force members. Morning and afternoon breaks with beverages and snacks will be provided to allow time for caucus.





**METRO**

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

# Memorandum

Date: August 27, 1992

To: TPAC

From: *AC* Andrew C. Cotugno, Planning Director

Re: Added Agenda Item

FHWA has proposed a grant to add money to the 2040 process in order to further investigate the land use/transportation infrastructure linkage and to carry out a sensitivity analysis of these effects. This proposal is to make available \$225,000 to Metro.

Metro staff's involvement in the project will be to run the base scenarios that are already proposed as part of 2040. We would propose to contract out the series of extra runs needed to determine the size of the effects of the linked models, with and without iteration through the land use, destination choice and mode choice equilibration steps, and the subsequent sensitivity analysis.

ACC:lmk

## COMMITTEE MEETING TITLE

SPACT

DATE

9-17-92

## NAME

## AFFILIATION

LARRY COLE

CITIES OF WASHINGTON COUNTY

Susan McLain

Metro

FRED HANSEN

DEQ

CRAIG LOMMICKI

CITIES OF CLATSOP COUNTY

Don Adams

ODOT

Gerry Smith

WSDOT

Roy Rogers

WASHINGTON COUNTY

Les White

C-TRAN

D. J. O'Brien

Clatsop Co.

TOM WALSH

TRI-MET

Hauke Anderson

Multnomah County

RICHARD DEVLIN

METRO

Johnson

Metro

M. Weber

METRO

Lavinia Whitel

City of Portland

Tuck Wilson

T-M

GB ARRINGTON

T.M.

Susie LaSene

Port

Howard Harris

PER

MARIE TURPEL

METRO

BOB WARREN

WV Co.

Yancy Fyler

Metro

RICH GEDBETTER

METRO

COMMITTEE MEETING TITLE \_\_\_\_\_

DATE \_\_\_\_\_

NAME

AFFILIATION

JOHN CHARLES

OR. ENVIRONMENTAL COUNCIL

Judy Davis

League of Women Voters

Steve Greenwood

D.E.Q.

Bob Hart

RTC

GEORGE LARKIN

THE LARKIN GROUP, INC.

Lois Anderson

WSDOT

DAVE WILLIAMS

DDOT

LAURE GARRETT

VRi-MET

ROD SANDOR

CLACKAMAS COUNTY

R. Goldfield

DAC

Ken McKeen

AAA

Scott Thompson

AAA